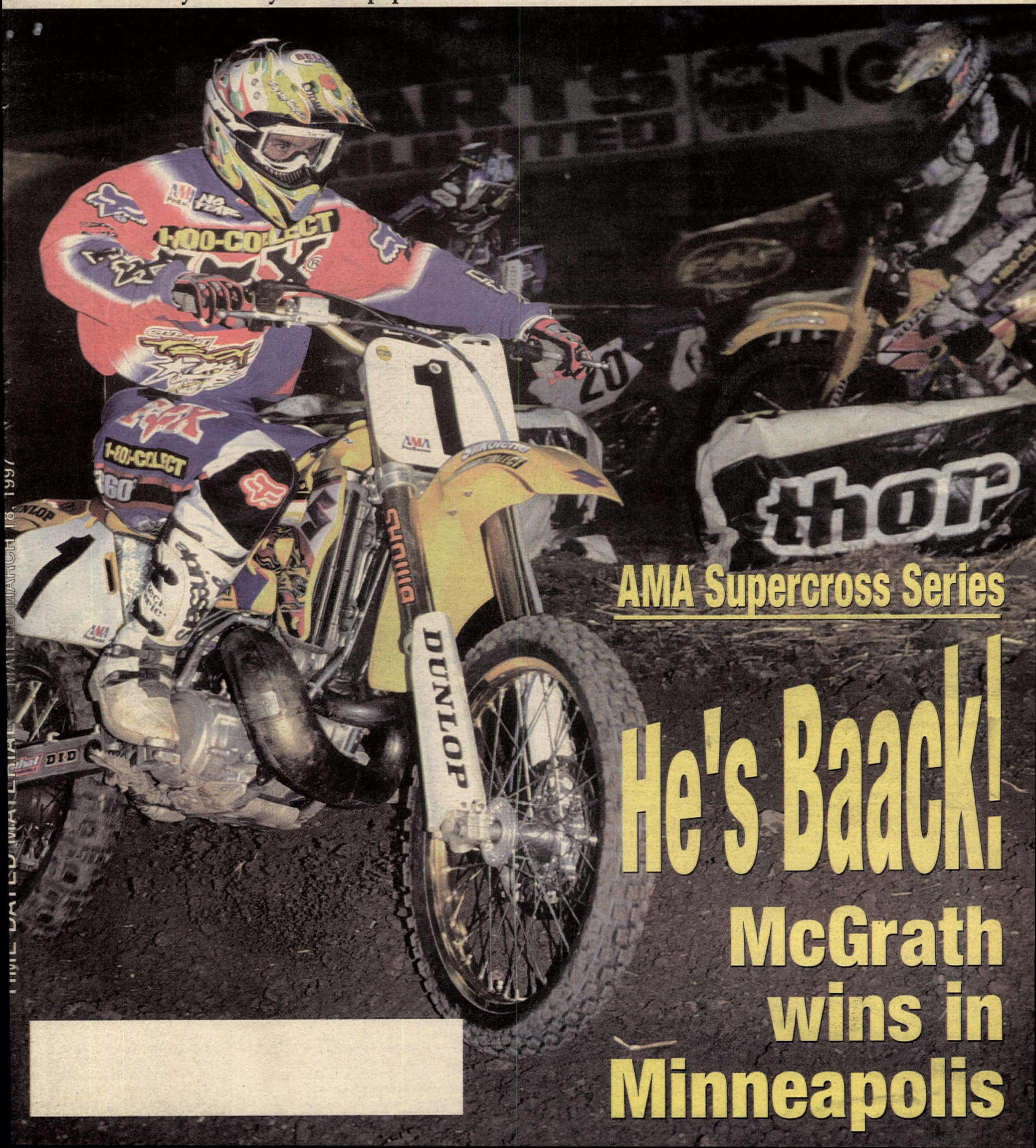
CYCLE NEWS®

America's weekly motorcycle newspaper | March 26, 1997: Number 12 | (outside the U.S. $3.25) $2.50



He's Baack!

McGrath wins in Minneapolis

IN THE WIND

American **Tallon Vohland**, of the Yamaha Rinaldi team, was the opening-round winner of the World Championship 250cc MX Series in Talavera, Spain, on March 16. Vohland went 3-1, while Kawasaki Silkolene's **Sebastien Tortelli** took second with a 1-3 tally. Suzuki Johnson's **Marnicq Bervoets** finished third ahead of the defending World Champion, Honda's **Stefan Everts** and Honda Pamo's **Pit Beirer**. Vohland and Tortelli are tied for the series lead with 35 points apiece, with Bervoets one point back with 34. **Mike Brown** made his GP debut at Talavera but came away empty handed. Brown was involved in a couple of collisions in the first moto, finishing 17th, two places out of the points. In the second moto, Brown pulled out of the race with broken ribs.

Marc Colomer (Mon) and **Doug Lampkin** (Bet) split wins in the two nights of World Cup Indoor Trial action in Madrid, Spain, on March 14-15. Colomer topped Lampkin and **Jordi Tarres** (G-G) on Friday night before giving way to Lampkin on Saturday night. **Steve Colley** (G-G) finished second on Saturday night with Colomer third. Lampkin leads the World Cup Indoor Championship point standings over Colomer, 145-142.

The second round of the AMA National Championship Hare & Hound Series was held in Murphy, Idaho, March 16, with **Ty Davis** (Kaw) taking the win, his second in a row. The runner-up was local rider **Brian Brown** (Kaw) with **Donnie Book** (Kaw) finishing third.

Michael Lafferty (KTM) bested all comers at round two of the AMA National Enduro Series in Greensboro, Georgia, on March 16. Reigning AMA National Enduro Champion **Randy Hawkins** (Yam) finished second. **Duane Conner** (Yam) was third.

Scott Plessinger (KTM) scored the win at the Mid-South Winter Hare Scrambles Series in Charlotte, Tennessee, on March 16. **Doug Blackwell** (Yam) was next in line, followed by **Jason Dahners** (KTM), **Mike Morris** (Kaw) and **Mike Samson** (Kaw).

Chase Reed (Kaw) was the big winner at the FMF Spring National MX at Lake Whitney Cycle Ranch, in Lake Whitney, Texas, March 13-16. Reed won the 80cc Stock and Modified (12-13) classes, as well as the 80cc/Open class and the 100cc class. In the Pro ranks, **Galeb Leigh** (Yam) topped the 125cc division, and **Billy Whitley** (Yam) the 250s. Whitley also topped the 25+ division.

Jeff Dement, **Shae Bentley** and **Brock Sellards** completed a Kawasaki 1-2-3 in the 250cc Pro class during the 21st annual GNC International at the Mosier Valley Cycle Park in Euless, Texas, on March 13-16. **Charlie Bogard** (Suz) won the 125cc Expert class, finishing ahead of **Nick Wey** (Kaw) and **Danny Smith** (Kaw).

Former 125cc World Champion **Jorge Martinez** (Apr) won the 125cc class in the opening round of the Open '97 Road Racing Championship, held in Albacete, Spain, on March 16. Martinez topped Canadian **Rodney Fee** (Hon) by seven seconds with Italian **Paolo Tessari** (Hon) finishing third. Spaniard **Bustagio Gavira** (Apr) won the 250cc class, beating Italian **Davide Bulega** (Apr) and fellow Spaniard **Oscar Sainz** (Apr).

Damon Buckmaster (Kaw) and **Troy Bayliss** (Suz) scored a win apiece in the opening round of the Shell Oils Australian Superbike Sprint Series at Calder Park on March 16. In the first 12-lap leg, Buckmaster topped **Steve Martin** (Suz) and **Craig Connell** (Duc). In the second leg, Bayliss beat **Martin Craggill** (Kaw) and Buckmaster. **Mark Willis** (Suz) ended up third.

After four years of trying, 1987 500cc World Champion **Wayne Gardner** has finally won a round of the Australian Touring Car Championship, reports *Cycle News* contributor Darryl Flack. Gardner scored one win in the three rounds held at Calder Park recently and attributed his newfound success to his switch from Dunlop to Yokohama tires.

Vance & Hines Ducati's **Thomas Stevens** had his first outing on the team's new Ducatis when he took to Willow Springs Raceway on Friday, March 14, in a practice session for the NASB Formula USA Series. "I just rode around," Stevens said. "But I can tell the bike's going to be good. I think it should be pretty easy to go fast on. I can tell you they're everything you think they are. I ended up doing 15 laps on each bike. We didn't have any parts to test, so it didn't make sense to just ride around and wear things out. So we did our laps and loaded 'em up. It's just going to be a matter of getting it straightened out because we have a lot to learn about the bikes." Stevens makes his 1997 racing debut at Laguna Seca on April 19-20.

The **29th annual Vintage Cycle Rally** will be held in Hanford, California, on May 17 and will feature both vintage and modern motorcycle dirt track racing, including round two of the AHRMA/Classic Bike Magazine's National Dirt Track Series. In addition, a concours d'elegance and parts exchange will be held with over 300 vendors expected to participate. For more information, call Vintage Cycle Promotions at 805/733-1137.

The Washington Motorcycle Road Racing Association (WMRRA) has announced that the first race of its 1997 season will be known as **Big Brothers Day at the Races** in honor of the Big Brothers organization. WMRRA will be working with the Big Brothers of King County (Washington) and local businesses to help promote the event, from which part of the proceeds will go to benefit Big Brothers.

The promoters of the LaSalle, Illinois, Short Track have come up with a way not only to offer an exciting racing event to the fans who will attend the fifth stop on the AMA Grand National Championship Series tour, but also to benefit people with developmental disabilities while doing so. **Magic Racing Group** will be **donating** 50 cents of each advance ticket sold to the **Horizon House Foundation Home's Fund**. Horizon House, based in the LaSalle area, is in the midst of a $1.2 million campaign to establish 15 small group home for adults with developmental disabilities. The LaSalle Short Track is scheduled for May 31.

Promoter Chris Agajanian and many other friends of speedway are putting together a party to benefit former Southern California speedway mechanic **Craig "Spike" Creith**, who has been diagnosed with cancer. Creith has worked with such riders as former two-time World Champion **Bruce Penhall** and "The Wheelie King" **Doug Domokos** among others and has previously handled track preparation for the Costa Mesa, San Bernardino and Ascot speedway tracks. The gala event is scheduled for March 29. For more information, "friends of Spike" should contact Agajanian Presents, 310/547-9898.

Factory Harley-Davidson road racer **Chris Carr** and Expert dirt tracker **Steve Mayfield** have formed **M.C. Promotions** and will be putting on their first event, a Pro short track and amateur day at the world famous Lodi Cycle Bowl in Lodi, California, on April 26-27. The Saturday night Pro short track will offer a $2500 purse for Pro-Ams and Experts, and will feature exhibition F-100 and Pee Wee events as well. "We plan on doing a bunch of different events, not just dirt track, although that is our main priority," Carr said. "We don't have a second event lined up yet, but we are looking at other opportunites, such as resurrecting the San Jose Endurothons." For more information, call 209/369-2471.

Speaking of the **Lodi Cycle Bowl**, the track's **season opener** is set for April 5-6. For more information, call 209/544-1027.

For the first time at any World Superbike event, the Flammini Group has decided to let **Laguna Seca Raceway** sell 200-pit lane access tickets for the July 13 World Superbike event. These tickets will be packaged with a luxury hospitality suite overlooking turn 11. "This is another example of how cooperative the Flammini Group has been in our continual request to let the American fans get closer to the riders," promoter Dan Murphy said. "We hope to expand the number of tickets sold in the future depending on the response we get this year. The pit-row suite ticket holders will have the advantage of watching the teams tune up and repair their bikes within a few feet of the action during practice sessions."

Laguna Seca Raceway has added a few more festivities to its round of the **AMA/MBNA Superbike Series** on April 18-20. In addition to the road racing events, a motorcycle swap meet, motocross racing and fan parade lap will all be included during the weekend. For more information on the swap meet, call 408/648-5111. For more information on the motocross, call 408/238-8208. Tickets for the fan parade lap can be purchased in advance by calling 800/327-SECA or at the event in the Souvenir Super Store. The cost is $10.

Six-time FIM World Champion **Jim Redman** will ride the Team Obsolete's ex-factory Honda "six" as part of the Team Obsolete Vintage Parade at the Laguna Seca round of the AMA/MBNA Superbike Series. Other exotic vintage racers scheduled to be ridden in the parade include the MV Agusta 500 ridden by 15-time World Champion **Giacomo Agostini** in his final Grand Prix victory, the ex-works Benelli 350 four, Agostini's MV Agusta 500 triple and the three-cylinder AJS 7R3. In addition, vintage exhibition races are scheduled for Saturday and Sunday with such notable past and present racers as David Aldana, Don Vesco, John Cronshaw and Dave Roper taking part.

Team Obsolete has space to transport a few bikes from New York to Laguna Seca on April 18-20. Interested parties should contact Rob Ianucci at 718/596-0504.

The Southern California Speedway season kicks off with the **29th annual Coors Light Spring Classic** on Saturday, March 22, 1997, at 7:30 p.m. The event will feature the top 16 Northern and Southern California riders plus the New Zealand sidecars. Admission for adults is $9 while Junior (ages 13-17) and Senior admission is $5. Child (6-12) admission is $6. Kids 5 and under get in free. For more information, call 714/494-2633.

Due to a reconfiguration of the pit area at **Motocross 338** in Southwick, Massachusetts, camping will no longer be permitted during the AMA 125/250cc National on June 21-22. Arrangements have been made for public day and overnight camping at the Sodom Mountain Campgrounds, which are 2.5 miles from the track. For more information, call 413/569-6801. The telephone number for the campgrounds is 413/569-3930.

Arkansas Governor **Mike Huckabee** has signed legislation repealing his state's 30-year-old **mandatory helmet law**. The new law, which will take effect in mid-June, will allow motorcyclists 21 and over to decide whether to wear a helmet. The bill passed both houses convincingly, by a 23-10 margin in the Senate and by a 62-31 roll call vote in the House of Representatives. The law's passage makes Arkansas the 26th state to support volunteer helmet use, and the first in over 14 years to repeal or modify a mandatory helmet law. ABATE of Arkansas is credited with spearheading the historic effort.

A grand jury has decided to send **Tennessee State Senator Carl O. Koella Jr.** to trial on a **felony** charge of leaving the scene of a fatal accident, overruling an earlier judge's decision that Koella should be charged only with a misdemeanor. Koella was arraigned in late January for his involvement in the hit-and-run death of motorcyclist Terry Barnard. After hearing from witnesses, the judge ruled that the evidence did not support a felony charge and sent the case to the grand jury as a misdemeanor, but after reviewing the same facts, the grand jury decided that the case would proceed to trial and that Koella should be charged with a felony. If convicted, Koella could face one to six years in prison and a fine of $3000. In addition, he would lose his state senate seat, an office he has held for 24 years.

Mammoth Bar OHV Area near Auburn, California, will be the sight of motocross competition for the first time in over 10 years when the Motocross Workshop-promoted Roseville Cycle/Bennett Limited/Mike's Cycle Care Spring Series kicks off on April 13. Racing will take place on an all-new track, and all classes will be offered, including Pro classes which will feature a 100-

percent Pro payback. For more information, call 800/801-0133 or 916/367-4920.

Following an error in the application of its 1997 trial rules, the FIM Executive Board has decided to cancel the results of the **Indoor World Cup trials** round held in Andorra on March 1. The corresponding points adjustment prior to Madrid round is as follows: 1. Doug Lampkin, the 108; 2. Marc Colomer, 107; 3. Amos Bilbao, 81; 4. Tommi Ahvala, 63; 5. Graham Jarvis, 61.

Motocrosser **Chad Sanner** suffered two broken wrists while practicing for the Daytona Supercross on March 8. The Pennsylvanian will be out for the next four to five weeks and is hoping to return for the April 19 AMA Supercross round in Charlotte, North Carolina.

According to Britain's Motor Cycle News, former World Superbike Champion **Carl Fogarty** has blasted his old enemy **Scott Russell** saying, "You won't beat me or even your own teammate Colin Edwards II this season." Fogarty ripped his archrival despite Russell's impressive Yamaha debut in the Daytona 200. "Edwards will win a race or two this season for sure - although I don't think he will take the title," Fogarty added. "I reckon that Edwards will end up beating Scott (Russell) though. At the end of last season, Edwards was starting to come good as he got a second at Phillip Island." Fogarty believes Russell may be a bit too laid back. "I couldn't believe just how relaxed Scott was during testing this year," he said. "I guess Scott has mellowed a bit - just like me. But when I first raced against him in '92 and '93 he was always the first one onto the track during testing and was so aggressive. I guess after his Daytona win he's still hungry, but we shall have to wait and see."

Grand Prix Tours is introducing a motorcycle-racing program with a five-day package for the Grand Prix de Catalunya in Barcelona, Spain, in September. The package is for four days from September 11-15 and includes a Randy Mamola-hosted cocktail party on Thursday, September 11, the day of arrival. On Saturday night, the tour takes visitors on a tour of the Kenny Roberts Training Ranch and the Marlboro Dirt Track USA race. The package costs $995 per person, double occupancy, with air fare and race tickets not included. For more information, call 800/400-1998.

Motocrosser **James Carmen** suffered serious injuries in the first race of the Oklahoma State Motocross Championship season on March 2. Carmen suffered a damaged spinal cord, two broken vertebrae, a broken leg, pelvis, ribs and trachea, and a punctured lung. Carmen is in intensive care at Mercy Hospital in Oklahoma City and a fund has been set up to help his wife and young son with medical bills. Contributions can be sent to James Carmen Recovery Fund, 4542 Steeplechase Dr., Oklahoma City, OK 73072.

It's official - First Auto Television (FAST) and Dorna have announced that they have signed a three-year contract for FAST to produce all 15 rounds of the **FIM World Championship Road Racing Series**. The races will be produced for same-day airing on either Speedvision and Prime Network with American commentators on site for each event.

For the first time in the 21-year history of (ICE)/International Championship Events a motorcycle class other than speedway bikes will compete when the series takes to the ice on March 22 in the **15th Annual Speedway Ice Racing Championships** at the Allen County War Memorial Coliseum in Fort Wayne, Indiana. The new ICE/WSRA Factory Super Stock class will make its debut at the event and will feature suspended bikes with functioning rear brakes, single-cylinder four-stroke motors (600cc or larger) that run on gasoline and that are readily available to the public. For more information, call 970/262-9067.

Romance novel cover boy **Fabio** will appear on the CBS Morning Show on March 27 in a dirt bike segment filmed in Gorman, California. Fabio, who is sponsored by KTM, FMF and Thor, will also be doing spots on the Tonight Show, Hardcopy, the E Channel, and Speedvision in the coming weeks.

AUTOGRAPH SIGNING: At Anderson Sales & Service in Bloomfield Hills, Michigan, on April 11 from 6 to 7 p.m. Members of Team Suzuki's motocross team are scheduled to appear. For more information, call 810/858-2300.

CORRECTION: Road racer Chris Rogers was incorrectly listed as holding down 23rd in the AMA 250cc Grand Prix standings after Daytona. Rogers, who finished sixth in the race, is actually fourth in the point standings.

AUTOGRAPH SIGNING: At Kawasaki of Riverside in Riverside, California, on March 22 from 10 a.m to 1 p.m. Off-road racing legend Larry Roeseler is scheduled to appear. For more information, call 909/683-8839.

MOVED: Oakley Inc., to One Icon, Foothill Ranch, CA 92610.

AUTOGRAPH SIGNING: At Cycle Sports Center in Orlando, Florida, on March 27 from 7:30 to 8:30 p.m. Team Kawasaki's Damon Huffman, Jeff Emig and Ryan Hughes are scheduled to appear. For more information, call 407/299-9191.

CHANGED: The corporate name of On The Line Racing to Tecnosel USA West. The business is still owned and operated by Jim Humhprey and Frank Villa. For more information, call 805/542-9904 or 805/544-2251, ext. 2.

OPENED: Boyesen Engineering's home page on the World Wide Web. The site can be found at the following address: http://www.boyesen.com.

OPENED: Speedvision's home page on the World Wide Web. The site can be found at the following address: http://www.speedvision.com.

FORMED: M&R Associates, by Bill Marcel and Nicole Rensonnet, formerly of Race West Productions. The new firm will offer a full range of media services to the industry, including the preparation of press releases, newsletters, catalogs and other promotional/management aid. For more information, call 714/236-4842 or 818/506-6225.

AUTOGRAPH SIGNING: At Surdyke Yamaha in Festus, Missouri, on April 4 from 6:30 to 7:30 p.m. Team Yamaha's Ezra Lusk, John Dowd, Doug Henry and Kevin Windham are scheduled to appear. For more information, call 314/931-9166.

AUTOGRAPH SIGNING: At Cycle Sports Center in Orlando, Florida, on March 28 from 6:30 to 7:30 p.m. Team Yamaha's Ezra Lusk, John Dowd, Doug Henry and Kevin Windham are scheduled to appear. For more information, call 407/299-9191.

AUTOGRAPH SIGNING: At Honda of Houston in Houston, Texas, on Friday, March 21 from 6 to 9 p.m. Team Honda of Troy, Buddy Antunez and Damon Bradshaw are scheduled to appear. For more information, call 713/467-2426.

NAMED: Reid Nordin as off-road supervisor for Team Green, the amateur support arm of Kawasaki Motors Corp. USA. Nordin moves to his new position from Kawasaki's research and development group.

AUTOGRAPH SIGNING: At Cycle Shack in Houston, Texas, on March 21 from 6 to 9 p.m. KTM's 50cc Supercross Challenge riders are scheduled to appear. For more information, call 713/530-9337.

AUTOGRAPH SIGNING: At Highlands Kawasaki in Highlands, Texas, on March 21 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ryan Hughes and Damon Huffman are scheduled to appear. For more information, call 713/426-4216.

OPENED: Team Obsolete's home page on the World Wide Web. The site can be found at the following address: http://www.shell.idt.net/~tmobsolt.

AUTOGRAPH SIGNING: At Harley-Davidson of Atascadero in Atascadero, California, on March 22 from 10 a.m. to 2 p.m. Author Tod Rafferty will be on hand to sign his new book, "The Complete Harley-Davidson."

OPENED: Castrol Honda's home page on the World Wide Web. The site can be found at the following address: http://www.castrol-honda.com.

AUTOGRAPH SIGNING: At Cycle Riders Longwood in Longwood, Florida, on March 28 from 6 to 7 p.m. Members of Team Suzuki's motocross team are scheduled to appear. For more information, call 407/695-4900.

AUTOGRAPH SIGNING: At Northwest Honda in Houston, Texas, on March 21 from 6 to 8 p.m. Team Honda's Steve Lamson and Jeff Stanton are scheduled to appear. For more information, call 281/447-3476. CN

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CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXIV

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Periodicals Postage Paid at Long Beach, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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Printed in U.S.A.

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VOICES
LETTERS TO THE EDITOR

Roger Reiman

On Tuesday, during Daytona Speedweek, motorcycling lost Roger Reiman to a crash as he participated in practice for the final round of the BMW Battle of the Legends series.

Roger was a gentleman, my friend, my teammate and a fierce competitor. I'll miss you, Roger.

Walt Fulton
WFulton63@aol.com

A nice guy

I learned of the tragic death of Roger Reiman when a very close friend from Illinois called. Having grown up in Moline, Illinois, not far from Kewanee, I became familiar with the name Roger Reiman by hanging out at motorcycle shops when I was in high school in the early '60s. Your ears always pricked up when you heard names of guys from the area. Roger Reiman and Bill Tuman are the two names that come immediately to mind.

In 1975, I moved to Houston and during practice for the season-opening Grand National races my wife and I were sitting in the stands when I just happened to see Roger sitting there watching practice. My wife went up and talked with Roger, telling him that I was from the area. He motioned for me to join him and we sat there and talked about racing, the area we grew up in, some of the older racers, and the new kids on the block. But Roger never talked about Roger. He was one of the nicest, most humble person, for all his accomplishments in motorcycling, that I'd ever met. And I'll never forget that.

I had another opportunity to meet Roger when I went to his dealership over the Christmas holidays one year. Roger was, as always, very nice and fun to bench race with. He always seemed kind of quiet and reserved, but when he talked about motorcycles, and especially Harleys, you'd better listen. But Roger never talked about Roger. If you mentioned something about his racing, he would acknowledge it but then it seemed to be just a matter of fact and no big deal.

In my opinion, the motorcycling world has lost a true champion and more than a racer, a terrific human being and a plain nice guy.

Roger Patton
patton@cogniseis.com

Liked Marty

Thanks for the recent article on Marty Smith (Issue #10, March 12). I'd really like to see more of that kind of thing. The '70s were a period of time when I lived and breathed motocross and when I got away from the sport I gave away my collection of Motocross Action and Dirt Bike magazines. Now that I have returned to motorcycling, on a Honda CBR600, I really enjoy reading features on vintage bikes and personalities from that era. It sure doesn't seem like 20 years ago.

Brian Phillips
Saratoga, CA

Brian, check out a similar story with Gary Semics in this issue... Editor.

Riding tips

I got a couple of good grins out of Mark Hoyer's DNF column (Issue #10, March 12), but I can't help but observe that his attitude invites his early demise.

When your ashes are scattered, it won't have done you any good to have been well within your rights as a motorist to stay right there in your lane as some moron tags you with a Studebaker.

Two tips: When someone tailgates you, use your better acceleration to distance yourself from them. Pass the next car ahead of you and let the tailgater rub bumpers with someone his own size; second, when the lady passed Mark on the right, I suggest that it would have been a good idea to get on his binders so as to avoid being cleaned off his bike by her impending shrapnel.

I submit that Mark's premise was flawed from the start. It is better to stay so far away from cars on the road that the drivers honestly don't know we exist.

ScottA336@aol.com

Bragging rights?

Yes, it's true that Randy Hawkins officially won Daytona's Alligator Enduro, but your headline "Hawkins snags the bragging rights" is pretty far out of place. I doubt if Hawkins will be bragging to anyone that he beat Ty Davis when, as your article covers, Ty won the race only to find that his riding card had fallen off. Keep up the great coverage, but watch the headlines.

Bruce Allison
Huntington Beach, CA

Dirt track

As a subscriber to a dozen two- and four-wheel periodicals, I find *Cycle News* the most informative, content-rich and in-depth of them all. In addition to all the timely race coverage and industry tidbits, the March 12 issue featured four articles that were each alone worth the price of admission: Euro File, the Kenny Roberts interview, the Marty Smith interview and the AMA's five-year dirt track racing plan.

It is the last feature that compels me to comment on the current state of dirt track racing. Let's see if I understand correctly - is this the same AMA that: legislated 500cc limitations against Harley-Davidson's competitors while Harley ran 750s; restricted compression ratios to levels favoring Harley KR750 side-valve motors; outlawed Norton and Matchless frames; banned two-stroke powerplants; barred Wood Rotax 600cc four-stroke singles from competing against Harley XR750s; restricted intake dimensions on Honda RS750s; forbade Kenny Roberts from wearing his sponsors logos (Marlboro at a Camel Pro event)...

And this AMA wonders why there is no "multiple-brand participation?"

Yes, I welcome the revival of Grand National Championship racing via the five-year plan. But for the AMA to state it is "not looking to place blame" for the state of dirt track racing is analogous to the "fox guarding the chicken coop" telling the farmer not to look to place blame for the missing chickens. I suggest that the AMA welcome any and all motorcycle manufacturers to develop models suitable for participation... with the same solemn oath that the AMA will encourage a level playing field, without stifling creativity, and all without endowing Harley-Davidson with unfair advantage and favor.

Michael Hopkins
Rohnert Park, CA

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ON THE FRONT COVER

Finally! Jeremy McGrath grabbed his first win since changing teams, at the Minneapolis Supercross. See page 6. Photo by Kinney Jones.

Steve Hatch wins GNCC round one.

With over 500 entries and temperatures in the high 80s, there was nothing polite about the 1997 AMA Grand National Cross Country season opener. But Team Suzuki Off-Road's Steve Hatch made the brutal course at Ocala, Florida, look quite civilized. Ignoring the sweltering heat, Hatch proved who's really been training in the off-season when he rode an amazing one minute lead all the way to first place. Thank you very much.

"YOU GO FIRST, I WENT FIRST LAST TIME."

Rodney Smith wins GNCC round two.

Team Suzuki Off-Road's Rodney Smith kept Suzuki's domination alive when, as diplomatically as possible, he rode past teammate Steve Hatch to take first place in round two of the GNCC series at Road Atlanta. Hatch took second, but in typical Team Suzuki fashion, he was still nearly 40 seconds ahead of the rest of the field. If you're interested in crushing the competition like Team Suzuki Off-Road, may we cordially suggest you visit your courteous Suzuki dealer. And start thinking about collecting your share of over $810,000 posted by the 1997 Suzuki Off-Road Contingency Program. Now that's nice.

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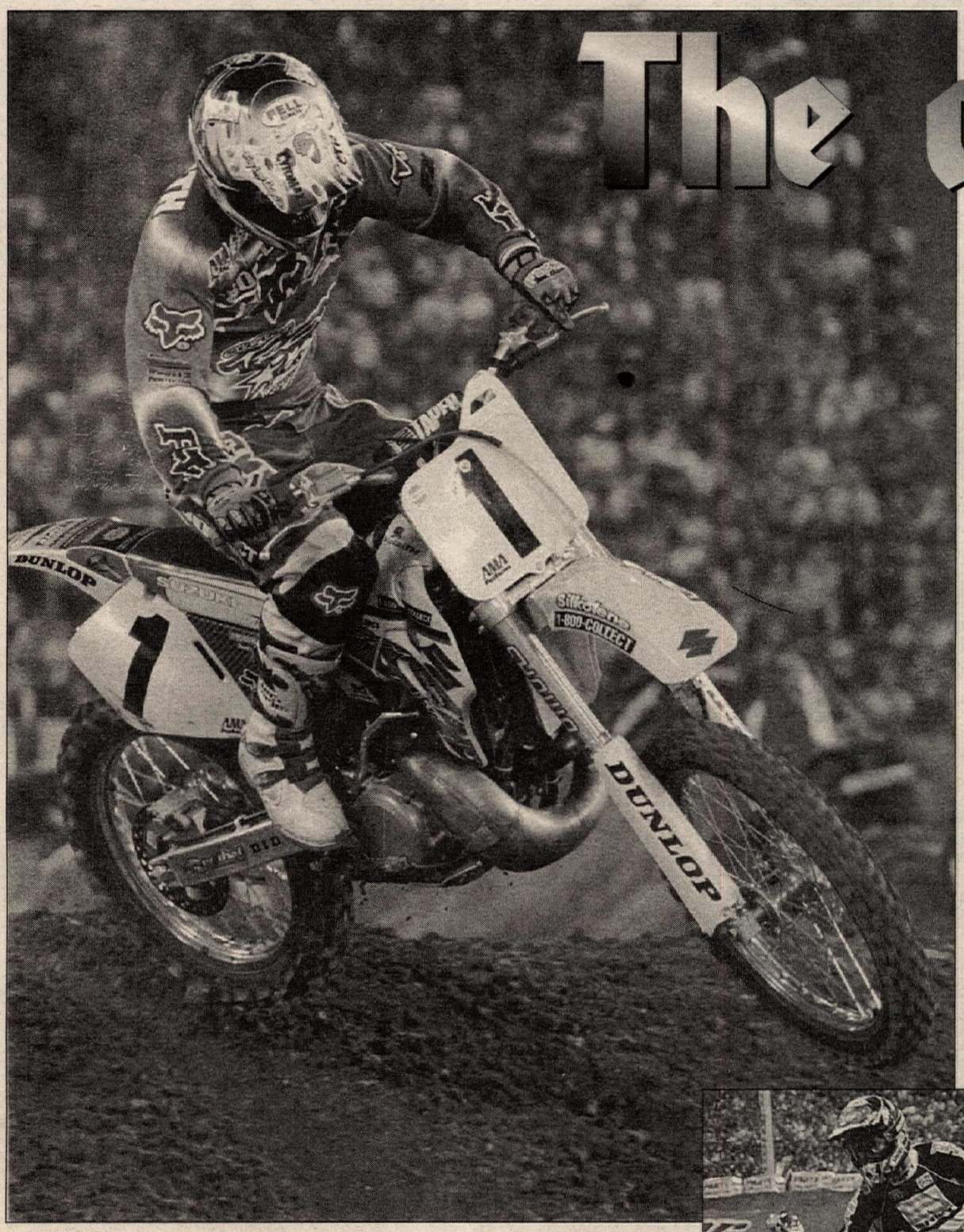
The drought is over



(Left) Jeremy McGrath finally got the monkey off his back with his first win of the year and the first on Suzuki. He's now sitting third in the series point standings, just six points behind leader Jeff Emig. (Below) Emig (3) nailed the holeshot in the 250cc main but was running fourth before the first lap was completed. He ended up getting passed by Doug Henry on the last lap, finishing fifth.

By Kit Palmer
Photos by Kinney Jones

MINNEAPOLIS, MN, MAR. 15

Everyone knew it was going to happen.

Everyone knew that Jeremy McGrath was going to win, sooner or later, but not many really thought it would be *later*. At least not this much later. Eight supercross rounds and one outdoor National into the year, the four-time AMA Supercross Champion finally got his first win of the year aboard his Nac Nac Enterprises' Suzuki of Troy/1-800-Collect/Fox Racing-backed RM250, and what could be better than to get that win in front of a sell-out crowd in a 60,000-plus capacity stadium? Perhaps having one of your teammates finish right behind you?

That's exactly what happened at the Metrodome in Minneapolis. With 60,049 spectators looking on, McGrath and Greg Albertyn gave Suzuki its first supercross 1-2 finish since the Barnett/Howerton days of the early '80s, but the talk of the night at the Metrodome was McGrath's long-overdue win.

"I feel...what's the word for it? I don't even know," said McGrath who was having a difficult time putting his feelings into words. "I'm more ecstatic now than when I won my first race - my 44th win, first one on Suzuki, I mean, it's really awesome, because I went up, and then I went back down a little and now I'm back up again," he said of his progress since joining Suzuki.

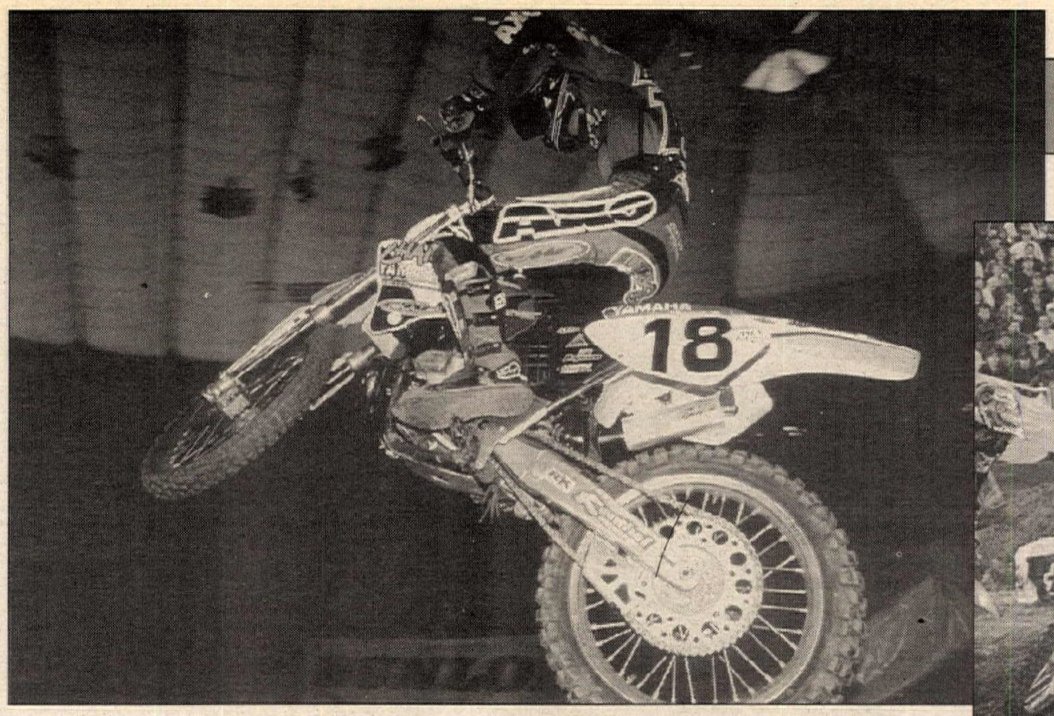
McGrath went into the Metrodome feeling good and it showed. All day long, McGrath looked confident and relaxed in the pits, and he seemed to be just plain having fun on the bike during practice and during his heat race, which he won. The reason for the newfound self-assurance no doubt came from his two promising rides at the Gainesville National two weeks prior and at the Daytona Supercross the previous week.

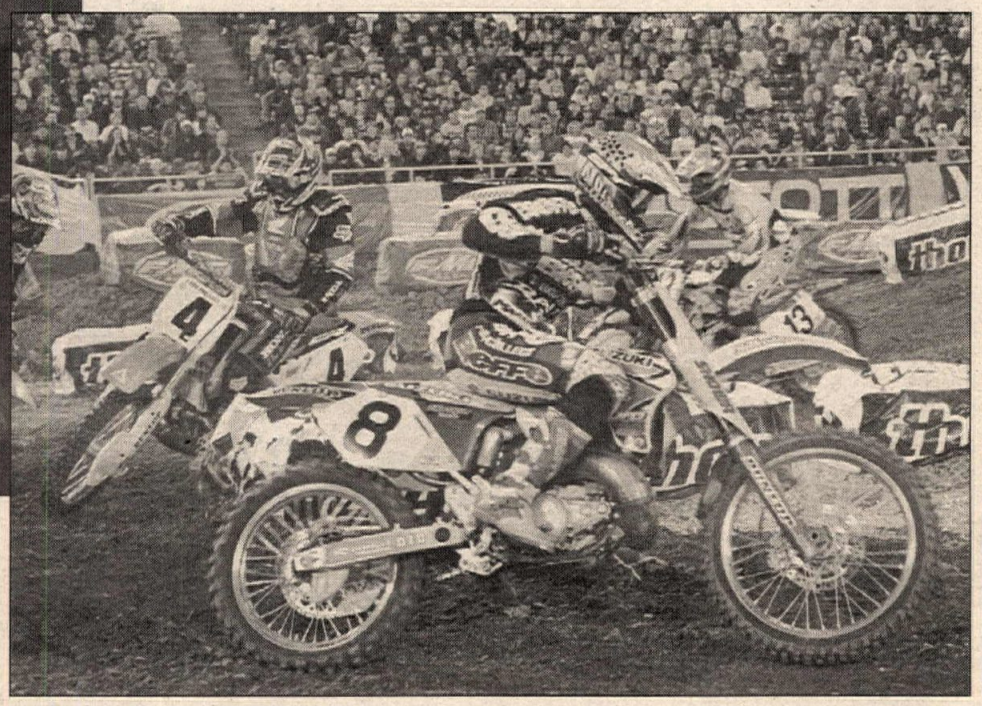
"All day today I felt so at home on the bike," McGrath said. "After my Florida trip - we had three weeks in Florida - and everything went so good. We had a few mishaps here, a few mishaps there. I didn't win any races, but I learned a lot. This week I didn't ride much, I just trained a lot, really hard, had one day of riding, came here and was really enthusiastic about riding. Everyone's been working so hard on the bike - Pro Circuit, Roger (DeCoster, team manager) and everyone at Suzuki. I'm so happy."

McGrath's win at the Metrodome wasn't handed to him on a silver platter, either. He worked for it, though McGrath would later say, "It was easy." Kawasaki's Jeff Emig grabbed the holeshot in the 20-lap feature, followed by McGrath and Team Chaparral/Yamaha's Jimmy Button. McGrath went after Emig right away and was in the process of passing his longtime rival on the hectic first lap when Button came around and passed them both in one fell swoop. Button led the way while Albertyn moved up to third and Emig dropped back to fourth. It took McGrath five laps before he executed a clean pass on Button and opened up a modest lead. A lap later, Albertyn relegated Button to third but could not do anything about McGrath, who maintained about a five-second cushion on his teammate the rest of the way.

One could almost hear the sigh of relief from the Suzuki pits when McGrath took the checkers with his fist held high in the air in celebration. Perhaps the most relieved of all was Roger DeCoster, Suzuki's team manager.

"I'm really happy," DeCoster said. "This is the happiest I've felt in quite a while. It was not a lucky win, it was a well-earned one. I knew it wasn't going to be so easy (getting McGrath's first win aboard the Suzuki) because there was no testing before the season. Jeremy does not give the impression that he is under a lot of pressure, but all the changes, mechanic, bikes, team, all-new personnel, there was so many things different for him that I'm sure there was a lot of pressure on him and a lot of pressure he put on himself. He was really great to work through all this. He never gave up. We had some problems with the bike because he is a different rider than our other riders and he needed different things on the bike. But he never gave up, never lost his poise. He's a true champion."





(Above) The surprise ride of the night was turned in by Chaparral/Yamaha's Jimmy Button, who actually passed both McGrath and Emig for the lead on to the first lap. Button led for about five laps before McGrath got by him. Button ended up on the podium in third. (Right) For the second week in a row Greg Albertyn was the runner-up, giving Suzuki a 1-2 finish.

The win was not only big for McGrath but for his mechanic Wyatt Seals as well. This was his first 250cc supercross victory. "The adrenaline is flowing right now for sure," Seals said. "I went skydiving last week, had a lot of adrenaline then, and I would have to say that this is pretty darn close. Surprisingly, I felt kind of calm during the race but, eh, I guess the last two laps the butterflies came in. It definitely feels good. I hope they all feel this way. I don't think this will be the last one."

For the second week in a row, Albertyn put his Ian Harrison-tuned Suzuki into the number-two position on the rostrum and was quite happy with his performance and that of his teammate.

"Consistency, that's what I'm aiming to do," Albertyn said. "I know I can do it. You know, being up there once (winning the opening round of the series at Los Angeles) it feels like it's the right place to be. I'm learning the technique now, getting the starts, ride fast for the first few laps and settle down. It's as easy as that.

"Jeremy was riding well, really. I'm stoked for him," Albertyn added. "If anybody deserves to win, it's him. He's put in a lot of hours. I'm happy for him, and I'm happy for Jimmy, too."

Albertyn was referring to Jimmy Button who rode an outstanding race, too. Many were expecting the early leader to fall off the pace, but the Chaparral/Yamaha rider never did. He managed to stay clear of a raging duel between series leader Emig and former leader Doug Henry that was going on behind him late in the race. It was his first-ever podium finish in the 250cc class.

"Oh man, it's unbelievable how I feel right now," Button said afterward. "You know, getting exiled from America and then coming back and showing the factory guys that I could do it, that they just needed to give me the support and a little bit of time... It's incredible. I didn't think it would feel like this, this feels better than any 125cc win I've had. I felt good, but Jeremy was just going a little bit too fast for me tonight. I'm stoked."

While the first three positions were all but decided long before the checkered flag came out, the same could not be said for the fight over fourth place involving Henry, Emig and Honda of Troy's Larry Ward. Even Suzuki's Mike LaRocco was in the hunt, as was another Honda of Troy rider Mike Craig, but most of the action was between Henry and Emig, who were separated by only a few points for the series points lead going into the Minneapolis round. Their monumental battle came down to the wire when Henry passed Emig on the last lap to claim fourth place once and for all. A close sixth went to Ward, followed by LaRocco, Craig, Team Yamaha's Ezra Lusk and Chaparral/Yamaha's Phil Lawrence, who rounded out the top 10.

The remaining 10 spots were filled by privateer riders who took advantage of the fact that many prominent riders sat out the event for various reasons, including factory Kawasaki riders Damon Huffman and Ryan Hughes, and Honda of Troy's Mike Kiedrowski, Manchester Honda's Damon Bradshaw and Yamaha's John Dowd. The only factory-backed rider who placed outside the top 10 at Minneapolis was Team Honda's Steve Lamson, who went over the bars while running among the leaders. He took a hard blow to the ribs and was unable to finish, officially finishing 20th for the night.

With McGrath winning and Henry and Emig finishing somewhat down in the field, the points chase tightens up as the series crests the halfway point. Now only six points separate the top three riders. Emig still leads with 153, followed by Henry with 149 and McGrath with 147. Slightly off the pace in fourth with 128 points is Albertyn and LaRocco is fifth with 126.

HEATS

Ezra Lusk shot his blue and white factory-backed Yamaha into the lead at the start of the first 250cc heat race, but Albertyn had something to say about that. The three-time World Champion slipped his factory Suzuki underneath Lusk's Yamaha and took over the lead just a few turns into the race. Chasing in third was Henry, followed by McGrath and Craig.

Henry made quick work of his teammate Lusk for second, while McGrath followed Henry right around Lusk as well, making the top order Albertyn, Henry, McGrath and Lusk.

McGrath's momentum carried him right past Henry and up to Albertyn. On the third lap, McGrath squeezed his way inside of his teammate and forced his way into the lead. Albertyn's problems weren't over yet, as Henry outjumped the Suzuki over the triples, then, on the next lap, "Albee" bailed in some whoops.

Henry kept McGrath honest the rest of the way, but this would be McGrath's race. On the last lap, McGrath celebrated with his patented nac-nac over the triples and took the win with little room to spare over Henry. Lusk ended up third, followed by Craig. Finishing one spot out of a direct transfer was Lawrence. Albertyn ended up eighth.

As he has done so often before, Emig launched his Jeremy Albrecht-tuned Kawasaki into the early lead in the second heat race and would lead everyone to the checkered flag. Only for a brief moment was his lead challenged.

Button was fired up and had passed factory Suzuki rider Mike LaRocco for second at the halfway point and was rapidly closing in on Emig. At one point, Button put his front wheel next to Emig's Kawasaki only to bobble over a step-up jump. The miscue was enough to let Emig get away and LaRocco close back up. A second hiccup by Button gave LaRocco second, but Button kept the heat on right down to the finish only to give up right at the end. Making the cut to the main were Emig, LaRocco, Button and Moto-XXX/O'Neal/HSKS of Ocala's Brian Swink. Just missing a ticket to the main was Ward.

The two heavy-hitters in the first 250cc semi were Albertyn and Lawrence and, as expected, these two riders were found at the front of the pack right off the start. Albertyn actually shared the holeshot with Ohio's Mike Katin before taking charge. Lawrence also zapped Katin on the next lap, and it looked as though the first two positions were set, as Albertyn held a sizable lead over Lawrence, but Lawrence wanted the win. He slowly closed the gap on the Suzuki rider and, on the last lap, Lawrence took the lead with little resistance from Albee.

A little ways back in third, Katin had his hands full with Suzuki rider Cliff Palmer, who hounded the Yamaha rider until Katin could not take it anymore, making the top three Lawrence, Albertyn and Palmer. Katin held on to fourth, while Missouri's Brian Stone sneaked in there for a trip to the main.

Lamson and Ward duked it out every inch of the way in the second semi. Lamson took the holeshot but just could not shake Ward. Lap after lap, turn after turn, Ward would match Lamson's every move, but no matter how hard he pushed, Ward just could not force a mistake out of the leader. The dice came down to the last turn when Ward tried and nearly pulled off a pass on Lamson.

Minnesota's own Heath Voss held down third place for most of the race, much to the delight of the sellout crowd, but Voss could not outrun a fast-closing Ryan Huffman, who eventually passed Voss for third. Fifth went to Honda rider Rich Taylor.

By the time the Last Chance Qualifier came around, all of the top riders had already bought tickets to the feature and this gave the remaining privateers an equal shot at the remaining two slots for the main. Suzuki rider Doug Dehaan led from start to finish, while Kawasaki-mounted Jason Frenette grabbed the last transfer of the night.

As Albertyn put it, the first lap of the main was "the closest racing I've ever experienced. It was so tight I couldn't even believe it."

It all started when Emig shot his Kawasaki into the lead, but before he knew what had happened, he was fourth.

"I got bumped around there at the beginning, and I just lost my groove," Emig explained. "It seemed like I was on the outside every time I needed to be on the inside and on the inside every time I should've been on the outside. I got the holeshot and then off those triples (after the first turn) McGrath bumped me, and I ended up in the wrong lane I wanted to be. I was just in the wrong area."

In the blink of an eye Emig went from first to fourth, but it was Button who made the surprise move of the night by passing both McGrath and Emig in one smooth motion. As the riders filed by the finish-line jump after the first lap, the order read: Button, McGrath, Albertyn, Emig, Lamson, Lawrence, Ward, LaRocco and Henry. Back in 15th was Lusk.

Many thought McGrath would take care of Button right away, but Button put up a valiant fight. The Yamaha rider would run four strong laps before McGrath finally slipped by on the inside to take the lead.

"Jeremy came up and put his wheel in on me a couple of times after I passed him on that first lap, but I held him for about six or seven laps," Button said.

"I was going to be my old self, that's how I do it and that's how I was going to do it," McGrath said of the first few laps. "It was a cluster out there. Button was riding excellent. I was right behind him, and I didn't want push him around 'cause he is my friend. I wanted him to do good as well."

A lap after McGrath passed Button,

Albertyn came up and stuffed the Yamaha rider in a tight turn for second. At the same time, Lamson was left behind, lying face down in a tricky, whooped section of the track. He was slow in getting up and eventually walked off the track and back to the Honda pits.

"I just came up over the whoops, and I just endoed," Lamson said. "I hit so hard I didn't know what happened. I hit my chest and I couldn't breathe. I went back to the pits and started coughing up blood."

Lamson went to the hospital and was told he had bruised a lung in the crash but was otherwise all right.

Meanwhile, out in front, McGrath held about a two-second lead over Albertyn, who had gained a few bike lengths over Button. A little ways back, Emig was on the chase but had his hands full with Ward. As the lead pack began encountering lapped traffic on the relatively short track (approximately 48-second lap times), Emig started getting the upper hand on the Honda rider, but Henry was coming on strong. The Yamaha rider eventually pulled up right behind Ward and stalked the Honda rider for a number of laps before getting around him. By this time, Emig, Henry and Ward had closed the gap on the third-placed Button but, somehow, Button then managed to pull out a few bike lengths on Emig again.

As the race reached the late stages, McGrath had built up a five-second lead over Albertyn, who was running all alone in second. In third, also all alone, was Button, but Emig had plenty of company in fourth, namely Henry, Ward, LaRocco and Craig. With just a few laps to go, Emig and Henry were fully engaged in a serious dogfight that at one time saw Henry jump over the back of Emig's Kawasaki. Henry eventually outgunned Emig through a section of whoops and took over fourth for good.

At the finish, it was McGrath taking the win with a little more than five seconds to spare over his teammate Albertyn, who had some breathing room over Button. A little ways back, Henry finished just ahead of Emig, Ward, LaRocco, Craig, Lusk and Lawrence.

"I was just trying to hit my lines, be smooth and stay consistent," McGrath said. "The hardest part was the whoops after the finish line, and I wanted to be smooth through there. The rest of the track was easy. Believe it or not, that was the easiest race of the year for me. When everything is flowing - it's flowing."

"I got a horrible start," Henry said. "The first turn was like a wave going through, just get in there and go with the flow. I'm real happy with the way I rode tonight. The last couple of weeks I haven't been happy with the way I've been riding. I've got this championship dialed now, I know what I need to do and I have the right mind-set."

Putting in one of his strongest showing ever was Oregon's Ryan Huffman, who started off the race in 11th and finished there too. Huffman finished just ahead of Brian Swink, who slipped backward a bit after starting the race in sixth. Palmer went from 16th to 13th at the finish, while Rich Taylor, Jason Frenette, Doug DeHaan, Brian Stone, Heath Voss, Mike Katin and Lamson rounded out the field. CN

Metrodome
Minneapolis, Minnesota
Results: March 16, 1997 (Round 8 of 15)

250 HEAT 1 (8 laps; 20 riders, top 4 transfer): 1. Jeremy McGrath (Suz); 2. Doug Henry (Yam); 3. Ezra Lusk (Yam); 4. Mike Craig (Hon); 5. Phil Lawrence (Yam); 6. Cliff Palmer (Suz); 7. Jason Frenette (Kaw); 8. Greg Albertyn (Suz); 9. Brian Stone (Kaw); 10. Mike Katin (Yam); 11. James Eickel (Kaw); 12. Jeff Tilton (Yam); 13. Jon Hedden (Suz); 14. Ty Birdwell (Kaw); 15. Billy Edmonson (Hon); 16. Adam Martin (Hon); 17. Kevin Beloy (Hon); 18. Brian Smith (Suz); 19. Brandon Jeffery (Yam); 20. Erik Anderson (Hon).
Time: 6 min., 25.660 sec.

250 HEAT 2 (8 laps; 20 riders, top 4 transfer): 1. Jeff Emig (Kaw); 2. Mike LaRocco (Suz); 3. Jimmy Button (Yam); 4. Brian Swink (Kaw); 5. Larry Ward (Hon); 6. Ryan Huffman (Kaw); 7. Steve Lamson (Hon); 8. Rich Taylor (Hon); 9. Billy Binckley (Yam); 10. Doug Dehaan (Suz); 11. Brent Stevenson (Hon); 12. Karter Busse (Suz); 13. Brad Jerominski (Kaw); 14. Travis Trieb (Hon); 15. Jim Marostica (Hon); 16. Tim Roth (Kaw); 17. Timothy Pospisil (Kaw); 18. Spencer Smith (Yam); 19. Heath Voss (Hon); 20. Dan Albright (Hon).
Time: 6 min., 32.230 sec.

250 SEMI 1 (6 laps; 16 riders, top 5 transfer): 1. Phil Lawrence (Yam); 2. Greg Albertyn (Suz); 3. Cliff Palmer (Suz); 4. Mike Katin (Yam); 5. Brian Stone (Kaw); 6. Ty Birdwell (Kaw); 7. Jason Frenette (Kaw); 8. Erik Anderson (Hon); 9. Jeff Tilton (Yam); 10. Adam Martin (Hon); 11. Jon Hedden (Suz); 12. Billy Edmonson (Hon); 13. James Eickel (Kaw); 14. Kevin Beloy (Hon); 15. Brandon Jeffery (Yam); 16. Brian Smith (Suz).
Time: 4 min., 53.000

250 SEMI 2 (6 laps; 16 riders, top 5 transfer): 1. Steve Lamson (Hon); 2. Larry Ward (Hon); 3. Ryan Huffman (Kaw); 4. Heath Voss (Hon); 5. Rich Taylor (Hon); 6. Billy Binckley (Yam); 7. Karter Busse (Suz); 8. Doug Dehaan (Suz); 9. Brad Jerominski (Kaw); 10. Travis Trieb (Hon); 11. Tim Roth (Kaw); 12. Brent Stevenson (Hon); 13. Timothy Pospisil (Kaw); 14. Jim Marostica (Hon); 15. Dan Albright (Hon); 16. Spencer Smith (Yam).
Time: 4 min., 49.840 sec.

250 LCQ (4 laps; 22 riders, top 2 transfer to main): 1. Doug DeHaan (Suz); 2. Jason Frenette (Kaw); 3. James Eickel (Kaw); 4. Billy Binckley (Yam); 5. Brad Jerominski (Kaw); 6. Karter Busse (Suz); 7. Jeff Tilton (Yam); 8. Ty Birdwell (Kaw); 9. Erik Anderson (Hon); 10. Brent Stevenson (Hon); 11. Adam Martin (Hon); 12. Jon Hedden (Suz); 13. Travis Trieb (Hon); 14. Jim Marostica (Hon); 15. Brandon Jeffery (Yam); 16. Timothy Pospisil (Kaw); 17. Billy Edmonson (Hon); 18. Kevin Beloy (Hon); 19. Dan Albright (Hon); 20. Tim Roth (Kaw); 21. Brian Smith (Suz); 22. Spencer Smith (Yam).
Time: 5 min., 10.169 sec.

250 MAIN (20 laps; 20 riders): 1. Jeremy McGrath (Suz); 2. Greg Albertyn (Suz); 3. Jimmy Button (Yam); 4. Doug Henry (Yam); 5. Jeff Emig (Kaw); 6. Larry Ward (Hon); 7. Mike LaRocco (Suz); 8. Mike Craig (Hon); 9. Ezra Lusk (Yam); 10. Phil Lawrence (Yam); 11. Ryan Huffman (Kaw); 12. Brian Swink (Kaw); 13. Cliff Palmer (Suz); 14. Rich Taylor (Hon); 15. Jason Frenette (Kaw); 16. Doug DeHaan (Suz); 17. Brian Stone (Kaw); 18. Heath Voss (Hon); 19. Mike Katin (Yam); 20. Steve Lamson (Hon).
Time: 16 min., 18.410 sec.
Margin of victory: 5.003 sec.

250 AMA SUPERCROSS SERIES POINT STANDINGS (After 8 of 15 rounds): 1. Jeff Emig (153/3 wins); 2. Doug Henry (149/2); 3. Jeremy McGrath (147/1); 4. Greg Albertyn (128/1); 5. Mike LaRocco (126); 6. Larry Ward (123); 7. Ezra Lusk (107); 8. Mike Craig (91); 9. Steve Lamson (81); 10. Damon Huffman (78/1); 11. Jimmy Button (76); 12. (TIE) Damon Bradshaw/Mike Kiedrowski (66); 14. Ryan Hughes (53); 15. John Dowd (49); 16. Brian Swink (42); 17. Kyle Lewis (46); 18. Phil Lawrence (33); 19. Ryan Huffman (25); 20. Kevin Windham (17).

KTM JR SUPERCROSS CHALLENGE: 1. Zak Kenning; 2. Cody Sokolik; 3. Ryan Dungey; 4. Brett Nagel; 5. Joey Dretzka; 6. Bryce Bemloehr; 7. Monty Anderson; 8. Michael Fridgen; 9. Logan Anderson; 10. J.J. Natzke; 11. Daniel Gifford; 12. Collin Buth.

Upcoming Rounds:
Round 9 - Houston, Texas, March 22
Round 10 - Orlando, Florida, March 29

(Right) Frenchman David Vuillemin returned to America to finish out the West Coast 125cc Series. He ended up second and climbed into second place in the series standings.
(Below) Team Yamaha's Kevin Windham blew everyone away in the 125cc Western Regional main event to extend his series points lead. At one point in the race, he led by 12 seconds.

AMA Western Regional 125cc Supercross Series
Round 5: Metrodome

Windham smokes 'em

By Kit Palmer
Photos by Kinney Jones

MINNEAPOLIS, MN, MAR. 15

Team Yamaha's Kevin Windham had to wait exactly four weeks to make up for his rocky performance at the previous 125cc West Coast Series round at the RCA Dome in Indianapolis, Indiana, where he crashed twice and did not even make the podium. At the Metrodome in Minneapolis, Windham more than made up for his Indy blunders with a resounding win in the 15-lap, 125cc main event.

Windham was simply in a class all his own at Minneapolis, as he led from start to finish, barely working up a sweat. The defending series champ jumped out to an early lead and, at one point, enjoyed a 12-second advantage over the second-place rider before turning down the volume late in the race.

"The last race really didn't go the way I wanted it to," Windham said after smoking the field. "I haven't been very consistent, making a few mistakes, so it was real important for me to not only get the holeshot but to go out there and ride to as close of a flawless race as I could, and I felt like I didn't make any mistakes the whole 15 laps. That's probably the most important thing out of the whole weekend, 'cause that's how you win championships - consistency."

Finishing second was Frenchman David Vuillemin, who spent the first half of the race in fourth place before making his move. By the time the FMF/Yamaha rider got to second, Vuillemin had no realistic chance of catching the long-since-gone Windham, but he did close the gap on the factory-supported Yamaha rider to five seconds by the finish. Third place went to Pro Circuit/SplitFire/Kawasaki rider Casey Johnson, who spent much of the race dicing back and forth with teammate Craig Decker, the fourth-place finisher. Noleen Racing/Pro Flex rider Jeff Willoh rode a strong race in second for seven laps before dropping back to fifth at the finish.

Vuillemin came from behind to win the first 125cc heat race. He rounded the second turn in sixth place and clawed and scratched his way to the front. Yamaha rider Cory Keeney was the early leader, and he battled fiercely with Pit Pro/Suzuki's Chris Wheeler. At one point, the two riders passed each other back and forth four times in one lap. And, on that same lap, Keeney and

Superiority.

Dunlop D207 rear

Imagine Winning Daytona Before Your First Birthday...

Just think of it, rolling off the test track and on to the race track ... flying past the checkers faster than anyone else ... before your first nosh of birthday cake. The D207 GP, Dunlop's new supersport road race tire. Winner first time out at Daytona. But it was 750 Supersport victor Jason Pridmore who got to do all the celebrating.

Other Daytona winners on Dunlop: Rich Oliver, 250 GP; Pascal Picotte, 600 Supersport; and Eric Bostrom, Harley-Davidson Supertwins.

The Dunlop D207 GP ... way to go, baby!

Jason Pridmore
Team HyperCycle Suzuki

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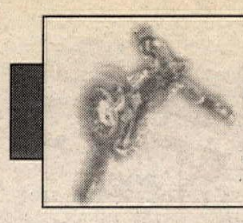


SUPERCROSS
THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

Round 8: Metrodome

Wheeler bumped in a turn and Keeney went careening off the track. Wheeler led for another lap before Vuillemin got him in one clean move and pulled away.

Then it was Primal Impulse/Honda's Robbie Reynard who got in on the action, as he worked his way up into third and started hammering on Wheeler. Just before taking the white flag, Reynard passed Wheeler on a whooped step-up and took second. Vuillemin scored the win over Reynard, Wheeler and Thousand Oaks Kawasaki's Rusty Holland. Keeney had to settle for fifth.

The second heat race was a walk in the park for Windham. He blasted into the lead and was never seen again by his challengers. Willoh held down second the whole way with little or no pressure from anyone, as did Honda of Troy's Casey Lytle in third, while Primal Impulse/Honda's Shaun Perolio took fourth. After getting off to a mid-pack start, Decker finished just off the pace in fifth.

In the main event, Windham shot his Alley Semar-tuned YZ125 to the front of the pack and that was that. Windham would open up a four-second lead by the end of the second lap, and that gap would just keep growing and growing.

Running second early on was Willoh, who was chased by Lytle, Vuillemin, Decker and Johnson. Willoh held down second for seven laps before Vuillemin came up and zapped him. Willoh ran third for another two laps before the Decker/Johnson battle blew by him. Decker and Johnson traded places a couple of times at the halfway point, then Johnson took charge the rest of the way but could never breath easily. Lytle ended up sixth, finishing ahead of Keeney, Wheeler, Holland and Perolio.

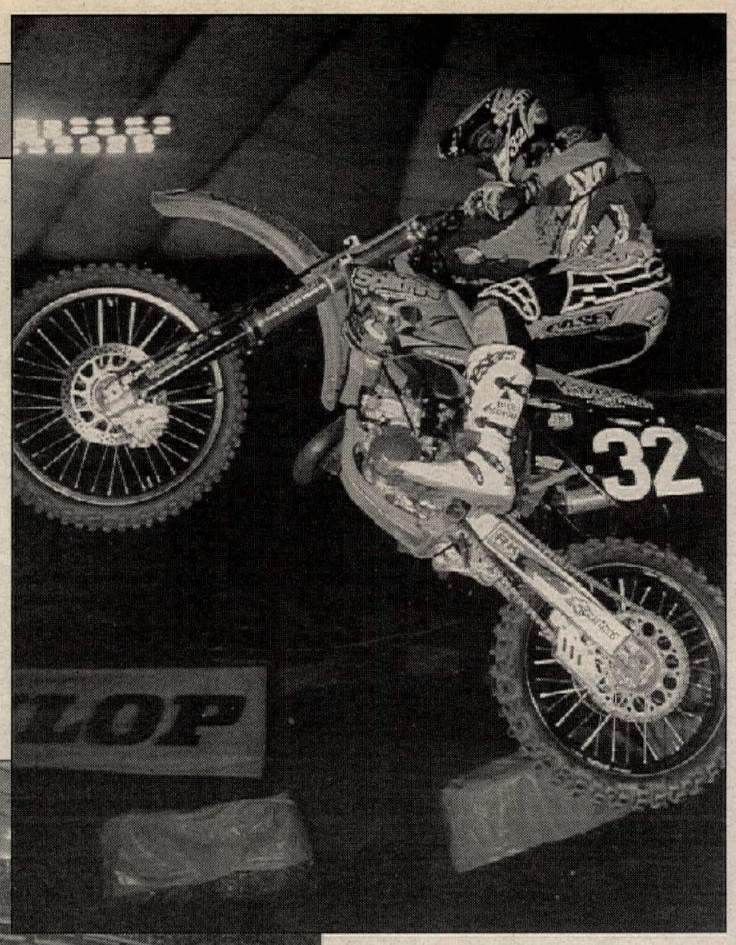
Reynard would never be a factor in the race. He got off to an 11th-place start only to crash hard and drop to dead last. He still never gave up and worked his way back up to 12th at the finish. CN

Metrodome
Minneapolis, Minnesota
Results: March 16, 1997 (Round 5 of 7)

125 HEAT 1 (6 laps; 20 riders, top 9 transfer): 1. David Vuillemin (Yam); 2. Robbie Reynard (Hon); 3. Chris Wheeler (Suz); 4. Rusty Holland (Kaw); 5. Cory Keeney (Yam); 6. Brian Stone (Kaw); 7. Paul Currie (Kaw); 8. Grayson Goodman (Yam); 9. Steve Andrich (Suz); 10. Travis Preston (Yam); 11. Terrance Malan (Suz); 12. Karter Busse (Suz); 13. David Owens (Kaw); 14. James Povolny (Suz); 15. Josh Kellogg (Suz); 16. Adam Martin (Hon); 17. Erik Anderson (Hon); 18. Erick Vallejo (Kaw); 19. Brad Jerominski (Kaw); 20. David Evilsizer (Suz).
Time: 5 min., 4.900 sec.

125 HEAT 2 (6 laps; 20 riders, top 9 transfer): 1. Kevin Windham (Yam); 2. Jeff Willoh (Yam); 3. Casey Lytle (Hon); 4. Shaun Perolio (Hon); 5. Craig Decker (Kaw); 6. Tony Amaradio (Yam); 7. Casey Johnson (Kaw); 8. Michael Brandes (Yam); 9. Heath Voss (Hon); 10. Pedro Gonzalez (Kaw); 11. Josh Tarantino (Yam); 12. Ryan Terlecki (Hon); 13. Scott Davis (Kaw); 14. Mark Culton (Kaw); 15. Jake Windham (Suz); 16. Eron Ezerins (Suz); 17. Tyler Evans (Suz); 18. Pat Foster (Suz); 19. Tom Clowers (Yam); 20. Lex Malan (Suz).

(Right) Casey Johnson (32) outdueled Craig Decker for third place in the 125cc main. (Below) The Metrodome in Minneapolis ended up selling out for round eight of the AMA Supercross Series. At 60,049 spectators, it was one of the largest crowds ever at the Metrodome.



Time: 4 min., 55.250 sec.

125 LCQ (4 laps; 22 riders, top 4 transfer): 1. Pedro Gonzalez (Kaw); 2. David Trey Owens (Kaw); 3. Ryan Terlecki (Hon); 4. Tom Clowers (Yam); 5. Terrance Malan (Suz); 6. Mark Culton (Kaw); 7. Travis Preston (Yam); 8. Josh Tarantino (Yam); 9. James Povolny (Suz); 10. Tyler Evans (Suz); 11. Karter Busse (Suz); 12. Eron Ezerins (Suz); 13. Jake Windham (Suz); 14. Erick Vallejo (Kaw); 15. Pat Foster (Suz); 16. Scott Davis (Kaw); 17. Adam Martin (Hon); 18. David Evilsizer (Suz); 19. Erik Anderson (Hon); 20. Lex Malan (Suz); 21. Josh Kellogg (Suz); 22. Brad Jerominski (Kaw).
Time: 3 min., 28.250 sec.

125 MAIN (15 laps; 22 riders): 1. Kevin Windham (Yam); 2. David Vuillemin (Yam); 3. Casey Johnson (Kaw); 4. Craig Decker (Kaw); 5. Jeff Willoh (Yam); 6. Casey Lytle (Hon); 7. Cory Keeney (Yam); 8. Chris Wheeler (Suz); 9. Rusty Holland (Kaw); 10. Shaun Perolio (Hon); 11. Tom Clowers (Yam); 12. Robbie Reynard (Hon); 13. Paul Currie (Kaw); 14. Pedro Gonzalez (Kaw); 15. Tony Amaradio (Yam); 16. Grayson Goodman (Yam); 17. Ryan Terlecki (Hon); 18. David Owens (Kaw); 19. Michael Brandes (Yam); 20. Steve Andrich (Suz); 21. Brian Stoke (Kaw); 22. Heath Voss (Hon).
Time: 12 min., 32.870 sec.
Margin of victory: 3.969 sec.

125 WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 5 of 7 rounds): 1. Kevin Windham (103/3 wins); 2. David Vuillemin (93/1); 3. Robbie Reynard (87); 4. Casey Johnson (86); 5. Craig Decker (83); 6. Nathan Ramsey (60); 7. Cory Keeney (59); 8. Shaun Perolio (53); 9. Chris Wheeler (50); 10. Casey Lytle (49); 11. Pedro Gonzalez (47); 12. Jeff Willoh (38); 13. Brian Deegan (34/1); 14. Rusty Holland (25); 15. Michael Brandes (24); 16. Travis Preston (23); 17. Tom Clowers (19); 18. (TIE) Grayson Goodman/Travis Hodges (15); 20. Erick Vallejo (9).

Upcoming Rounds:
Round 6 - Houston, Texas, March 22
Round 7 - Dallas, Texas, April 26

Briefly...

Although it hasn't been officially announced yet, the AMA is set to name **Steve Lamson**, **Jeremy McGrath** and **Jeff Emig** and as the riders who will again represent the United States at this year's Motocross des Nations in Belgium. Most likely, McGrath will ride the 250cc class, Lamson the 125s and Emig the 500s.

After being interviewed on the podium and after letting the champagne fly, **Jeremy McGrath** was so excited about winning that he took another victory lap for the fans who still remained in the stands. Unable to perform his customary nac-nac jumps during the race, on the last lap, because of lappers, McGrath went out and performed two nac-nacs on each side of the track. On one try, though, McGrath got a little out of shape and couldn't do the nac-nac, so he turned around and did the jump again, this time performing a textbook example of the maneuver.

Team Suzuki's **Mickael Pichon** is well down the road to recovery after breaking his leg at the series opener in Los Angeles, California, January 11. The two-time Eastern Regional 125cc Supercross Series Champion broke his femur and has been spending most of his downtime in his home country of France. Pichon is already riding again and is hoping to return to racing at the next 250cc National round in California, May 4, at Hangtown. When he does come back, Pichon will have a new look, too. Pichon has left his former clothing company JT Racing and is now a Thor Racing-sponsored rider.

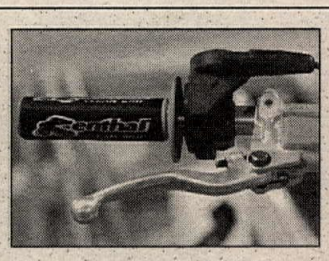
Speaking of French riders, FMF's **David Vuillemin** returned to America to compete at the Minneapolis Supercross. Vuillemin's original plan was to miss a couple of rounds of the West Coast SX Series in order to campaign the World Championship 125cc MX Series, but after strong showings in the first four rounds of the Supercross Series, Vuillemin has decided to skip the opening round of the 125cc GP series in Indonesia, March 23, in order to ride the next round of the West Coast SX Series in Houston, Texas. He'll also ride the final West Coast round at Dallas, Texas, April 26. Vuillemin is currently second in the West Coast series.

How quickly things change: So far this year, **Suzuki** has finished on the rostrum in every supercross and national MX race, and Suzuki has three riders among the top five in the '97 AMA Supercross Series: McGrath (third), Greg Albertyn (fourth) and Mike LaRocco (fifth).

Kevin Windham and **Jeff Emig** were the winners of the **1-900-PRO-RACE Holeshot Award**. For his holeshot in the 125cc main, Windham was awarded $500, and Emig was awarded $1000 for doing the same in the 250cc final.

Honda rider **Denny Stephenson** suffered a hard get-off during practice. After returning to the pits, Stephenson was rushed to the hospital with an apparent head injury. Reports have it that Stephenson will be okay.

This year's Dirt Wurx-designed and built **Minneapolis** track featured a **unique track layout** and some pretty tricky sections. It had a tough off-camber and whooped-filled turn, a pair of difficult whooped-out down rises, an ess-type section, and two, long triple jumps. "It's good," Honda of Troy's Larry Ward said of the challenging track. "There's a little bit of everything." Despite being held a month later than usual, the cold weather was still a main topic of conversation at the Minneapolis Supercross. Snow and ice still covered the area and temperatures outside the enclosed stadium were as low as two degrees below zero.



Grip guards? Jeremy McGrath's works Suzuki featured new Velcro-fastened handlebar **grip covers** at Minneapolis. His tuner, Wyatt Seals, said they got them just this week. "I don't know, they're petty cool," he said. The covers are intended to keep the grips dry and clean while the bike isn't being ridden. "They're designed more for rainy conditions," Seals said.

Team Kawasaki's **Ryan Hughes** was a no-show at Minneapolis. Hughes tweaked his knee at the Gainesville National in Florida two weeks ago and was hoping to get back on the track at Minneapolis. But any hopes he had of competing at the Metrodome were erased when he came down with the chicken pox. Hughes should return to action at the Houston Supercross, March 22.

Yamaha's **John Dowd**, the series points leader in the Eastern Regional 125cc Supercross Series, decided not to compete in the 250cc class at Minnesota and instead stayed home in Massachusetts to be with his wife, who is expecting the couple's first child.

Another rider who couldn't make the trip to Minnesota was Manchester Honda Racing's **Damon Bradshaw**. The week before, Bradshaw struggled to a 15th-place finish with the flu at the Daytona Supercross, and he was still too sick ride at Minnesota.

James Povolny was one of the local favorites at Minneapolis. The 125cc rider got his night off on the right foot when he grabbed the holeshot and led from start to finish in his preliminary heat race, one of the total seven preliminary races that were held earlier in the day. These races are used to qualify riders into the evening's program. Povolny, however, did not make the 125cc main. Another local favorite **Heath Voss** had much better luck. Voss, from Prior Lake, Minnesota, qualified for both the 125 and 250cc mains. His best finish was 18th in the 250cc class.

Nine full-on privateer riders qualified for the main event in the 250cc class at the Metrodome. The top finisher was Oregon's **Ryan Huffman**, who wound up 11th.

Dunlop Devastates Daytona

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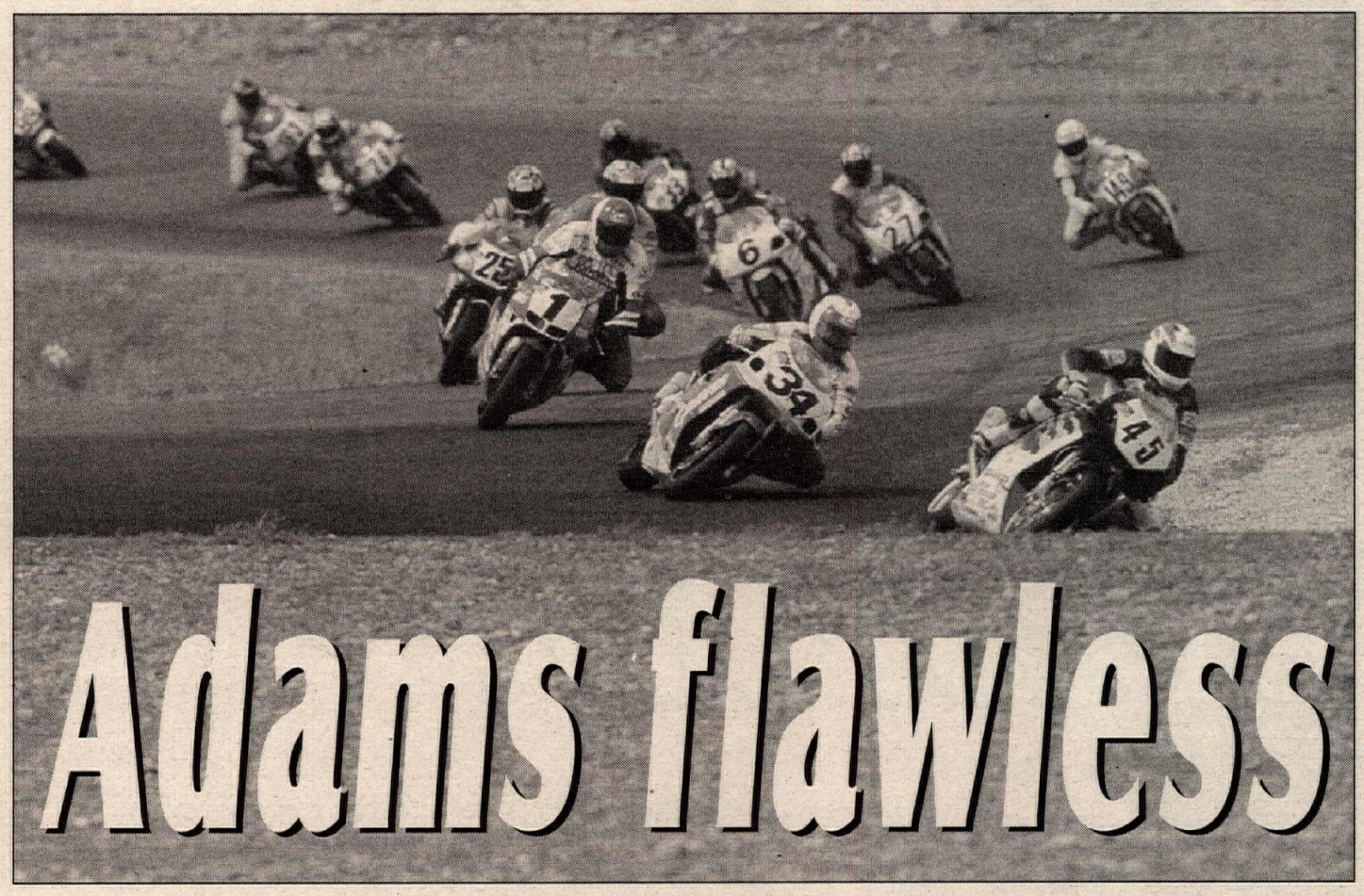
Round 2: Willow Springs International Raceway



Adams flawless

By Mark Hoyer
Photos by Ko Kagiya

ROSAMOND, CA, MAR. 16

In much the same fashion that Doug Chandler dominated round one of the Sunoco Race Fuels Formula USA Series at Daytona International Speedway, Whittier, California's Curtis Adams rode with apparent ease to double wins at the Michelin F-USA California Championship at Willow Springs after qualifying on pole. And he did Chandler one better by leading the pack across the stripe every lap instead of most, and did so on a non-factory-backed Suzuki GSXR1100, not a full-factory Muzzy Raptor big-bore.

In his own words, his rides were "absolutely flawless."

The 6-foot-6 Willow Springs regular holds the current lap record at 1:22.43, and though neither his qualifying effort nor his race pace got very close to that - even after sneaking in during the red-flagged final qualifying session for a soft-compound tire - it was enough to see him win by comfortable margins in both races.

"You know, when you're out in the lead like that you're just concerned about everything," Adams said. "Is the back tire okay, is the motor okay, what was that noise? You just try your best to stay calm and stay focused on what you're doing and follow through. We didn't want to overextend ourselves and try to do anything silly or courageous or anything. We just rode a really smooth race and once we got out front we just left it there. It was perfect."

A conservative second place both times out came in the form of surprise F-USA competitor Jason Pridmore, the current points leader in the AMA 750cc Supersport series. On this day Pridmore would park his 750cc mount in favor of a Cary Andrews-built GSXR1100.

"I'm strictly here to have a good time, just ride a big bike and have fun and not get hurt," Pridmore said before the race. "My main focus is AMA, so wherever we finish, we finish."

With his limited time on the bike - Pridmore didn't know he was going to ride until the Thursday before the race - he didn't feel entirely comfortable with the risk associated in trying to run Adams down and so he settled into a lonely second after the restart of the red-flag-interrupted first race and ran in the runner-up spot for the duration of the second.

Before the red flag in the first race, Graves' Motorsports' Chuck Graves looked to have a solid lock on second place, with Pridmore no threat from behind and Adams well clear ahead. The red flag, however, changed everything. Graves would stall his bike on the line, lucky to not be hit as the rest of the pack charged around him and thus ended his charge for a good finish in race one. Graves returned for race two to battle with Team Labelle's Dave Sadowski for third after starting 12th on the grid.

In year's past, if Willow Springs had been Las Vegas, CBR900RR-mounted Sadowski would have been in hock to his eyeballs with the luck he had - three mechanical DNFs in four starts. And while he didn't strike it big this time around, at least the bellhops won't be keeping an eye on him to make sure he doesn't skip out on his hotel bill anymore. Sadowski finished a solid fourth and third in the two races.

Sadowski was forced to contend with the same riders in his bid for the podium both times, Team Valvoline Suzuki's Tray Batey, Grigg Kawasaki's Steve Grigg and local talent Paul Mumford Jr. with all three in the mix at one time or another.

Most impressive of these was 750cc-mounted Grigg, placing third with a dramatic pass near the end of race one and returning for a solid seventh in race two, in only his fourth-ever professional race. Mumford, too, impressed by riding his Willow Springs Motorcycle Club Modified Production 750cc Kawasaki to seventh and sixth.

GSXR1100-mounted Batey carded a pair of fifths and was satisfied simply to have made progress with his ride over the weekend, though he admitted he would have liked more.

"As long as I'm making progress, even if it's unrelated as to how I'm finishing, as long as I'm making progress as far as what I'm doing with the bike and the race track I'm pretty happy because it means we're doing something positive," Batey said. "Of course, you like to get up there in the top three."

Sadowski's solid showing sees him leave Willow Springs with the series points lead on 116 points, while Dutch-

(Top) Curtis Adams (45) leads Chuck Graves (34), Tray Batey (1), Dave Sadowski (25) and the rest at the start of race one.
(Above) Graves (34) can be seen pushing his bike after stalling on the restart of the red-flagged first race. Graves finished with a 12-4 tally.
(Below) Adams (45) passes lapped rider Devin Battley (85). Adams led every lap of both races.

man Racing's Fritz Kling, not particularly fond of the 2.5-mile track, has 106 points after his 6-8 finishes for second. Zlock Racing's Andy Deatherage, 8-10 on the day, is third with 95. Batey is fourth with 95 and Adams and Chandler, neither regulars in the series, are tied for fifth with 70 points apiece.

RACE ONE

The greatest drama of the first race came on the first lap. Lee Shierts, riding a 1200cc Suzuki, led the way into turn one after starting on the fourth row. Not long afterward, he was gone, exiting the track in turn three while leading Graves and Adams.

""He went off in turn three," Adams said. "He just overran, went in way too hot into turn three and straightened it up and I believe he ended up falling in three. At that time, it was, going into turn three, Lee, Chuck (Graves) and then me. Lee went off, then it was just Chuck and I and I passed Chuck in four right there."

That pass established Adams' position until the red flag as he immediately pulled a gap on second-placed Graves. Graves in turn had begun to pull out a margin on Pridmore, who had a bit of trouble with his start.

"I'd never started the bike before so on the first start we were like fifth I think, but I knew I had enough motor to go by just about anybody," Pridmore said.

By the fourth lap Pridmore had a solid hold on third and looked set to finish there while leading a dynamic battle for fourth involving Grigg, Batey and Sadowski.

Sadowski tried a few times to sneak by Grigg, particularly in turns one and the eight-nine combo, but wasn't making it stick.

On the sixth lap, just as Adams was encountering the first lapped riders and putting about a second a lap on the field, the red flag was shown after Mike Fiztpatrick went off hard in turn eight, taking Team Polen Suzuki's Mark McDaniel with him. Neither rider was seriously hurt.

The race would be restarted in the running order from the previous lap, allowing Grigg, running fourth, to start of the front row alongside Pridmore, Graves and Adams. It wasn't much good, though, and just as in the first race he was swamped on the restart.

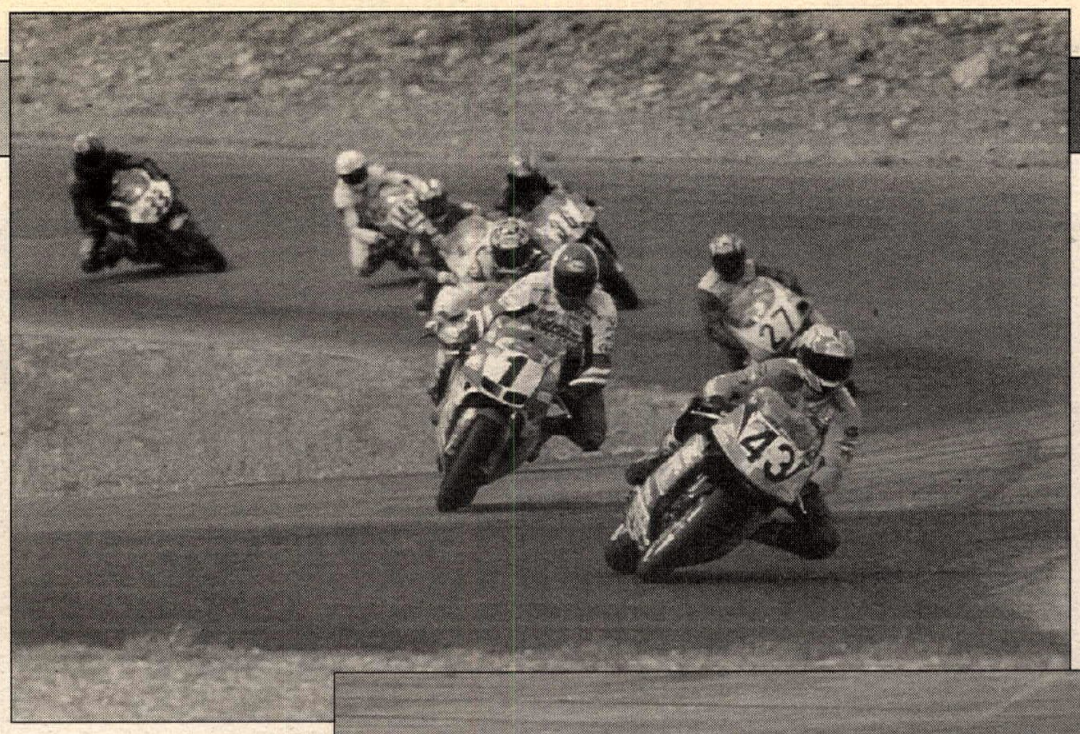
"This thing just gets such bad starts," Muzzy 750-mounted Grigg said. "I think on the first start we came off the second row and I was like 11th. I worked up to fourth and then they red-flagged it. I went back and got to start on the front row (on the restart), dropped to seventh and worked back up to third. I feel like it was a legitimate deal because I'm going by them."

He was not as swamped as Graves, who would be left on the line by the entire pack after stalling his bike at the drop of the flag. According to Graves, the spec fuel rule is at least partially to blame.

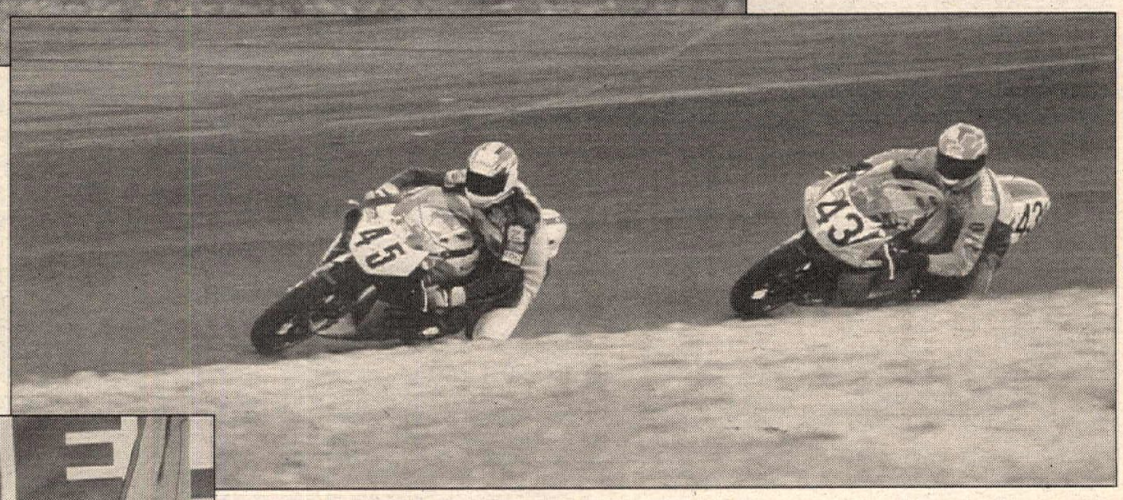
"On the restart, I stalled it on the line," Graves said. "I've been having some trouble. This is a brand-new bike and I just didn't get it... Mike (Belcher, Graves' mechanic) and I worked very hard on it trying to make it run the way we wanted it to, and then this Sunoco fuel thing really threw us for a curve and we just haven't been able to get it to carburet properly. So we knew we were going to have a tough time. Just wasn't our day. That's racing."

Graves would finish 12th.

At the front, it was definitely Adams' day and he ran away to the uneventful win, feeling he could go even faster if he needed to.



(Left) Surprise F-USA competitor Jason Pridmore (43) took a pair of runner-up finishes. Reigning series champion Batey (1) was fifth both times out.
(Below) Pridmore (43) chases Adams (45) in early going. Adams pulled away from the AMA 750cc Supersport contender in both races.



(Below) A Willow Springs regular, Adams was by far the crowd favorite.

"At the very first start of the race, before the red flag, we were running high 23s, 23.8s, 23.6s, and I felt like we had another second in the tire," Adams said. "I was just trying to be conservative to make sure the tire would go 12 laps and we wouldn't have a problem with it. So, after the restart I felt confident the tire would go faster so we just let it rip, let it rip for seven laps. Once we got a good lead out there we just backed it off a little bit. The first couple laps after the restart we were in the 22s. It was just flawless."

Some five seconds behind at the finish was Pridmore, satisfied with his finish and not willing to risk anything for the glory of first place in what is a one-shot deal for him.

"This is Curtis' weekend, you know, this is his big race," Pridmore said. "It's what he works for all year for, to do well. I don't a) have enough time on the bike and b) I've got other things on my mind that I need to accomplish this year besides this race, so for some people here it's a really super-important race. For me, it's to get some time on a big bike, show that I can ride a big bike and go from there - get to Laguna Seca healthy."

The battle for third would be contested by Grigg and Sadowski with Grigg splitting the Labelle rider and reigning champion Batey to make it to third, the position he would hold to the finish despite the repeated advances by Sadowski.

"I split them (Sadowski and Batey) in nine the first time, then they red-flagged it," Grigg, 28, said. "Then I split them into one the second time, but they seem to be getting around pretty good. I was just so determined. We got out of Daytona and we didn't have any points, had a terrible weekend. I had to come do something here. I looked like a heel (after Daytona), you know, because I made a lot of promises."

Sadowski ultimately finished fourth, followed by Batey, Kling, Mumford Deatherage, Team Labelle's Jason Fraser and Ben Welch.

RACE TWO

With no red flag to interrupt his progress this time, Adams took the lead at the start after an ever-so-brief tussle with Pridmore and simply ran away. After establishing a comfortable margin over second place, Adams backed it off a bit and set it on cruise control.

"Another flawless race," Adams said. "It was a little colder. The bike seemed to have really good traction the whole time. I was able to jump out front, I got the sign that I had a pretty good lead so I just basically slowed down, backed off to a point where I felt comfortable."

End of story.

Pridmore was already about 2.5 seconds behind Adams by the third lap and equally as far ahead of the battle for third between Graves and Sadowski. Graves tried to stuff his way past Sadowski more than once but Sadowski had an answer - at least the first time or two, as Graves ultimately made it by to secure third and even stretched a bit of a lead over Sadowski.

However, in what appeared to be both a combination of determination on Sadowski's part and problems on Graves', the Team Labelle rider clawed his way back into the final podium spot as the race wound down. Graves tried to repass Sadowski in turn one on the final lap but the Georgia resident held on for his first F-USA podium finish at Willow Springs in at least three years.

"We had a great battle going on," Sadowski said. "He kind of got me and split and I just tried to pick up a mile an hour in every corner. I was looking at the qualifying sheets, and if you look at

Briefly...

Doug Polen was absent from Willow Springs due to obligations overseas. Polen is set to ride in the World Championship Endurance Series for Suzuki France and is currently testing at the fabled Le Mans circuit in France in preparation for the opening round of the World Endurance series, scheduled for Le Mans on April 12-13.

Team Labelle's newest rider **Jason Fraser** turned a few heads at Willow Springs with his impressive sixth-place qualifying effort, an effort that might even have been better except for a crash running through the turn-three-four area during the second session. The cause? His oil filter came loose and dumped oil on the back tire and track. Fraser raced to ninth in both races.

Bruce Labelle, owner of Team Labelle, machines the swingarms for his team's CBR900RRs himself. The **billet-aluminum swingarm** - machined from a 380-pound chuck of solid aluminum - is used in an attempt to make the bike more stable on corner exit. "The bike seems more stable coming off corners," team rider Jason Fraser said. "When we got the '96 bike it seemed real wiggly and the billet swingarm made a big difference." After machining, the swingarm weighs only 18 pounds, leaving roughly 362 pounds of scrap.

Graves Motorsports' **Chuck Graves** - currently campaigning his Suzukis without factory backing after his split with the company at the end of last season - is investigating the possibility of building his own chassis, a chassis with dimensions to accept a suitable big-bore powerplant. Graves said that he's looked at large-displacement engines from all the major manufacturers but has yet to make any final decision on what he thinks he'll use. He is currently running an RF900 engine in a new-style GSXR750 frame.

Wes Totsubo (60) led the early going in the 125cc GP race. Roland Sands (90), Vicky Jackson-Bell (2) and eventual winner Masahiro Iizuka (1) give chase.

Curtis Adams' time and you look at my time and it was 1.3 mph he was averaging faster around the track than me. So I just tried to add a mile an hour in every section of the race track and I caught up to Chuck. I think if I'm not mistaken, Chuck's bike was missing in the last two laps. It didn't have the same squirt up the front straightaway and the back chute that it did early on in the race and I think it was an ailing motor."

While it wasn't an ailing motor, poor carburetion was slowing Graves down, as well as compounding traction problems he faced.

"I just couldn't get all the grip off the tire that I was looking for," Graves said. "And the carburetion was really poor so it just wouldn't come on smooth and it would just want to spin the tire on me. I got off it a few times almost in five and over the crest of six. I got into eight and there was a lapped rider and I didn't just buzz him. I'd figured I'd put some distance on Sadowski and I was looking to the side to see, but I couldn't see the signals from (my crew). And he was right there and I just didn't have the motor. I stuffed him going into nine on the white-flag lap and figured I could brakes check him and slow him down a little bit up the front straight, but..."

Batey came out on top of a battle for fifth with Mumford and Grigg. Local racer Mumford thought he might make the pass on Batey but just didn't have the power to make it stick.

"I almost went under him in nine," Mumford said. "They'd leave me from six to eight every time and then I'd catch right up on them in eight and nine. I was going to go under him but then I figured I'd get in his draft, came out two inches off his wheel and he still pulled away, just pulled out of the draft. I'm just on a little bike and he's on a big one."

Grigg finished seventh and was obviously pleased with what was the fourth pro race of his career and said he can't wait to receive the leased Raptor Muzzy is preparing for him to use in the rest of the series.

"Mumford was going pretty good," Grigg said. "I think I had some motor on him but we went through traffic and he got position on me and I think he got better drive, better gearing, coming out of nine. A couple times I probably could have went in on turn one but it would have been a little iffy. I just wanted to be safe, race smart with these guys. It's probably the best weekend of my life."

Fritz Kling came next in an uneventful eighth, relieved to move on to the rest of the rounds.

"I didn't have any real battles," Kling said. "I just tried to focus on the next guy and catch him through most of both legs. I really got slammed (on the start) in the second race. Everybody was doing all kinds of stuff and I had to hit the brakes. I'm just glad to get out of here."

Labelle protege Fraser and Deatherage rounded out the top 10. CN

Willow Springs International Raceway
Rosamond, California
Results: March 16, 1997 (Round 2 of 9)

QUALIFYING: 1. Curtis Adams (1:23.747/107.467 mph); 2. Chuck Graves (1:24.152); 3. Jason Pridmore (1:24.458); 4. Tray Batey (1:24.566); 5. David Sadowski (1:24.609); 6. Jason Fraser (1:24.810); 7. Steve Grigg (1:25.466); 8. William Beck (1:25.846); 9. Andy Deatherage (1:25.986); 10. Paul Mumford Jr. (1:26.047); 11. Brian Garbelini (1:26.077); 12. Luco Nicoldi (1:26.123); 13. Troy Maturo (1:26.646); 14. Fritz Kling (1:26.667); 15. Lee Shierts (1:26.698); 16. Dean Vincent (1:26.857); 17. Rob Fletcher (1:26.858); 18. Ben Welch (1:26.967); 19. Michael Fitzpatrick (1:27.336); 20. Chris Taylor (1:27.348); 21. Michael Montoya (1:27.365); 22. Joe Pittman (1:27.661); 23. Eric Wood (1:27.687); 24. James Randolph (1:27.992); 25. Matthew Cusumano (1:27.953); 26. Mark McDaniel (1:28.044); 27. John Hilton Jr. (1:28.742); 28. Mike Nissen (1:28.745); 29. Stephen Rewitt (1:29.108); 30. Douglas Newhouse (1:29.152); 31. Steve Poore (1:29.374); 32. Clinton Whitehouse (1:29.506); 33. Bob Siebenhaar (1:30.459); 34. Kevin President (1:30.630); 35. Craig Cook (1:30.657); 36. Edward Salame (1:32.474); 37. William Taylor (1:32.641); 38. Michael Sidwell (1:32.913); 39. Frank Prins (1:33.028); 40. David Smith (1:33.449).

RACE ONE: 1. Curtis Adams (Suz); 2. Jason Pridmore (Suz); 3. Steve Grigg (Kaw); 4. David Sadowski (Hon); 5. Tray Batey (Suz); 6. Fritz Kling (Yam); 7. Paul Mumford Jr. (Kaw); 8. Andy Deatherage (Kaw); 9. Jason Fraser (Hon); 10. Ben Welch Yam); 11. Rob Fletcher (Hon); 12. Chuck Graves (Suz); 13. James Randolph (Suz); 14. Michael Fitzpatrick (Suz); 15. Chris Taylor (Suz); 16. Mike Nissen (Hon); 17. Joe Pittman (H-D); 18. Matthew Cusumano (Suz); 19. John Hilton Jr. (Hon); 20. Kevin President (Yam); 21. Douglas Newhouse (Kaw); 22. Bob Siebenhaar (Hon); 23. Frank Prins (Suz); 24. Craig Cook (Duc); 25. David Smith (Suz); 26. Michael Sidwell (Kaw); 27. Devin Battley (Yam); 28. Dean Vincent (Yam); 29. Stephen Hewitt (Hon); 30. Luco Nicoldi (Duc); 31. Mark McDaniel (Suz); 32. Edward Salame (Suz); 33. William Beck (Suz); 34. Sean Sidwell (Kaw); 35. Lee Shierts (Suz); 36. Eric Wood (Kaw).
Time: None due to red flag
Distance: 12 laps, 30 miles
Average Speed: None due to red flag
Margin of Victory: 8.401 sec.

RACE TWO: 1. Curtis Adams (Suz); 2. Jason Pridmore (Suz); 3. David Sadowski (Hon); 4. Chuck Graves (Suz); 5. Tray Batey (Suz); 6. Paul Mumford Jr. (Kaw); 7. Steve Grigg (Kaw); 8. Fritz Kling (Yam); 9. Jason Fraser (Hon); 10. Andy Deatherage (Kaw); 11. Ben Welch (Yam); 12. James Randolph (Suz); 13. Eric Wood (Kaw); 14. Joe Pittman (H-D); 15. Mike Nissen (Hon); 16. Chris Taylor (Suz); 17. Matthew Cusumano (Suz); 18. Kevin President (Yam); 19. Stephen Hewitt (Hon); 20. Bob Siebenhaar (Hon); 21. Craig Cook (Duc); 22. Frank Prins (Suz); 23. Michael Sidwell (Kaw); 24. Michael Fitzpatrick (Kaw); 25. Devin Battley (Yam); 26. Rob Fletcher (Hon); 27. Douglas Newhouse (Kaw); 28. Lee Shierts (Suz); 29. David Smith (Suz); 30. John Hilton Jr. (Hon).
Time: 16 min., 49.714 sec.
Distance: 12 laps, 30 miles
Average Speed: 106.961
Margin of Victory: 5.724 sec.

SUNOCO RACE FUELS FORMULA USA CHAMPIONSHIP SERIES POINT STANDINGS (After 4 of 18 races): 1. David Sadowski (116); 2. Fritz Kling (106); 3. Andy Deatherage (95); 4. Tray Batey (92); 5. (TIE) Curtis Adams/Doug Chandler (70/2 wins); 7. Michael Fitzpatrick (66); 8. Eric Wood (65); 9. (TIE) Jason Pridmore/Chris Carr (64); 11. Jason Fraser (63); 12. James Randolph (59); 13. Steve Grigg (54); 14. Lee Shierts (50); 15. Paul Mumford Jr. (49); 16. Chuck Graves (47); 17. Doug Polen (45); 18. Ben Welch (41); 19. Andrew stroud (39); 20. Brett Metzger (36).

Upcoming Rounds:
Round 3 - Toronto, Canada, June 1
Round 4 - Braselton, Georgia, June 22

NASB HRC American GP by Idemitsu
Round 2: Willow Springs Internat'l Raceway

Iizuka by a hair

By Mark Hoyer
Photo by Ko Kagiya

ROSAMOND, CA, MAR. 16

Silverman Museum Racing's Masahiro Iizuka's mastery of the 125cc GP class is well known. Last year at this track, the only thing that kept him from taking the victory was the fact that he suffered a broken exhaust, causing his Honda to lose power. Even then, he held on for second and ultimately took the championship.

This year, nothing would slow him down, not even the highly determined efforts of Performance Machine's Roland Sands, who hung with the flying Iizuka the entire race, even briefly passing him, and only ended up second by .009 of a second.

Different riding styles as well as a slight difference in top-end power were what ultimately decided the race in Iizuka's favor, despite Sands' best efforts.

"I had him covered on the upper section of the course (turns three, four and five)," Sands said. "I was riding his rear wheel. He goes in real deep and I come out harder than he does. He goes in and kind of scrubs off a little speed and you know kind of prevents a pass, and at the same time I kind of mellow out on the entrance and then at the exit I come out real hard. So I was able to put it underneath him a couple of times in four but then he kind of got the gist of that and started closing the door on me."

Iizuka did indeed close the door on Sands, but says he didn't really feel pressured and, in fact, though it was fun having some competition.

"No, not pressure, it was fun," the Japanese rider said in thickly accented English. "Last year I was always alone. Roland have very nice riding, so not pressure, just fun for me."

Well behind the lead duo came Iizuka's teammate, Vicky Jackson-Bell, who after taking the holeshot faced trouble with her ignition light that slowed her down and caused her to overrev the bike a few times.

"I lost my shifter light on the warmup lap and the last practice we had it was coming on at 12,000 revs and I don't change gear till 13,000," Bell said. "So we adjusted it and it didn't come on at all. When you're used to something like that it's like automatic pilot or cruise control, and it threw me off a little bit. I was overrevving it. I like everything to be right."

Sands' unique starting procedure - pedaling the bike with his feet as he left the line - still couldn't keep Jackson-Bell from taking the holeshot.

"I'm also a little bit lighter than those guys so that helped," Jackson-Bell said. "I'm most interested in riding consistently. It's a long season."

Consistent she was. The number-two-plate holding rider would run in second place for the duration of the race while the pair in front of her battled for eighth-liter supremacy. Jackson-Bell even thought she might be the beneficiary of Sands' and Iizuka's heated pace.

"The way those two guys were riding I thought they were both going to go down," she said.

Sands would hound Iizuka for the duration of the race, trying passes just about everywhere, but never able to make them stick for any length of time.

"I was getting a really good drive off of turn six and coming around the back I'd really catch him up into eight, but then when we'd get into eight I didn't have enough gearing on my bike," Sands said. "Right as we'd go and bend into eight, my bike's already tached out - 13 grand - before we bend it in. Bend it in over on the side of the tire and it'd go to 13,400 and just drop off really hard. He pulled me real big out of there. So I'd try to catch him in nine and get a good drive out of nine and pull up on him, but he had a little bit of beans on me. At the finish I wasn't out of revs - his bike's just real strong. It's not saying my bikes not strong because it was very close. He's just got a little bit on us on top."

Sands did his very best to inch by exiting turn nine on the last lap, even arching his back to find extra speed down the home stretch. He almost made it, losing the race by only .009 of a second.

"Hell of a race, I guess," Sands said with a smile. "Except I was behind him the whole time."

Behind Jackson-Bell came a great battle for fourth place that included as many as five riders nearly all of whom crossed the finish line together. Ultimately, Roadracing World's LaVaughn Montgomery would land the spot in front of local racer Wes Totsubo, Roadracing World's Chris Ulrich and Ben Solis.

"I was going really good through turn eight and turn nine," Montgomery said. "That's where I made up most of my time on those guys."

Totsubo was running at the back of that pack after a strong start to the race and suddenly found himself moving from eight to fifth in the final-stretch shuffle.

"I just wasn't running as good as I could and that bothers me the most," Totsubo said. "I just rolled out of it and she just got me. The rest of them, I just kind of planned it on the last lap thinking that those three were probably going to go back across the track, so I made a beeline for the finish line. I went from eighth right back to fifth and edged Chris Ulrich out a little bit." CN

Willow Springs International Raceway
Rosamond, California
Results: March 16, 1997 (Round 2 of 9)

125 GP: 1. Masahiro Iizuka (Hon); 2. Roland Sands (Hon); 3. Vicky Jackson-Bell (Hon); 4. LaVaughn Montgomery (Hon); 5. Wesley Totsubo (Hon); 6. Chris Ulrich (Hon); 7. Ben Solis (Hon); 8. Joe Shelton Jr. (Hon); 9. Jack O'Dell (Hon); 10. Marcello Del Guidice (Hon); 11. Samantha Wollny (Hon); 12. John Ulrich (Hon); 13. Joel Hermosa (Hon).
Time: 14 min., 48.402 sec.
Distance: 10 laps, 25 miles
Average Speed: 101.305
Margin of Victory: 0.009 sec.

IDEMITSU AMERICAN GRAND PRIX CHAMPIONSHIP POINT STANDINGS (After 2 of 9 rounds): 1. Masahiro Iizuka (70/2 wins); 2. Roland Sands (64); 3. Vicky Jackson-Bell (58); 4. Marcello Del Giudice (51); 5. Chris Ulrich (49); 6. (TIE) LaVaughn Montgomery/Ben Solis (45); 8. Joe Shelton Jr. (43); 9. Jack O'Dell (31); 10. (TIE) Wesley Totsubo/Mark Foster (26); 12. Chris Rogers (25); 13. Rolando Quintero (23); 14. Bryan Okubo (22); 15. Samantha Wollny (20); 16. (TIE) Rick Neenean/John Ulrich (19); 18. (TIE) Kevin Murray/Joel Hermosa (18); 20. Jeff Young (16).

Upcoming Rounds:
Round 3 - Toronto, Canada, June 1
Round 4 - Braselton, Georgia, June 22

NASB Buell Lightning Series
Round 2: Willow Springs Internat'l Raceway

Higbee alone

By Mark Hoyer
Photo by Ko Kagiya

ROSAMOND, CA, MAR. 16

There wasn't a soul around. Motorcycle Online's Shawn Higbee got out ahead of the field so far the only thing he could do was entertain himself by trying to further perfect his riding.

"I was having fun out there just trying to focus on making every corner, maintaining my apex speed and hitting my turning points perfectly," pole qualifier Higbee said. "It's kind of a game for me to go out and try to perfect my riding. Not having to deal with another rider, you just have to go out and focus on turning in at the right time and carrying as much speed as possible and making sure you're sliding the rear on the way out and chattering the front on the way in."

Nearly 16 seconds behind Higbee at the finish came Miller Electrical Construction's Eric Bostrom, who got off to a slow start to the weekend by qualifying ninth.

"The Buell gave us trouble all weekend," Bostrom said. "It would not run. We kept chasing problem after problem and in qualifying it wouldn't run and we qualified in back."

By race time, Bostrom felt that his crew had sorted the bike fairly well, and he got down to racing. His biggest problem was with Young's H-D's David McGrath, who actually held the second spot for most of the race only to be passed on the white-flag lap in turn one by Bostrom.

"I had a little bit of a problem toward the end of the race with Eric catching me," McGrath said. "I thought I might be able to hold him off, but at the very end he got me. He rode a smart race and nipped me at the end."

With his twin wins, Higbee now leads the season points race with a perfect 70, followed by Shawn Conrad with 57. Todd Evans and David McGrath are tied for third with 51.

At the start of the 10-lap race, Higbee jumped out to an early lead and wouldn't have to fuss with any of his "competitors" for the rest of the race. He had, frankly, expected more.

"Actually I figured it would be a tougher race," Higbee said. "I figured Eric (Bostrom) would get in there and mix it up with me. I had a pretty easy race at Daytona and then we came here and I figured it would be a little more difficult."

Bostrom was confident in his machine finally and was really simply glad to be able to race.

"At the start of the race we finally felt confident that I was going to run because we found the problem," Bostrom said. "I got kind of a mediocre start and I was just really uncomfortable riding the thing because we had so few laps on it. But by the end of the race we started getting a little more comfortable and started dropping our lap times. I was happy to finish second, all things considered, which is really rare because I'm never happy to finish second. But I was just actually happy to be able to race.

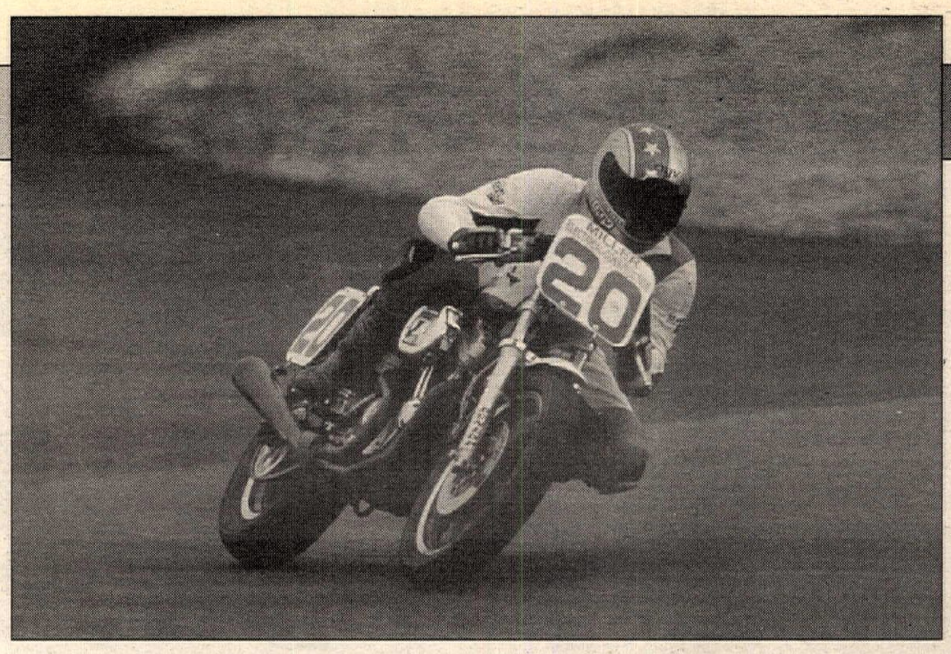
McGrath had a realistic approach to his race at Willow Springs.

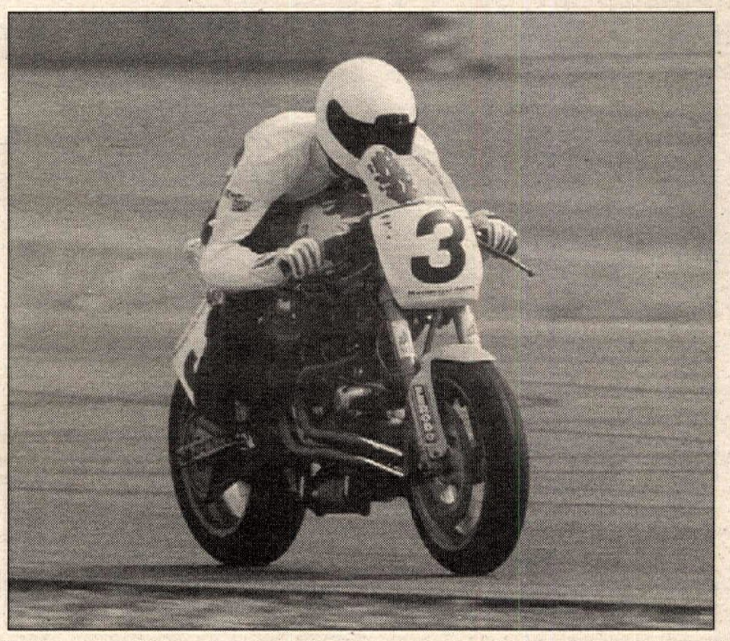
"I knew that Shawn, because of his qualifying times was probably going to check out, so I thought if I got a really good start I could try to hook on to him," McGrath said.

His attention was then shifted from what lay ahead of him to who was creeping up from behind.

"The last three laps I didn't pull the revs I wanted to and unfortunately we ended up getting a lot of oil on the right side of the tire and right-hand corners, to be honest, kind of scared the hell out of me," McGrath said. "I didn't really reflect on the stopwatch, but I really didn't have an answer (for Bostrom). When I looked back and saw him, a couple times I tried to pick the pace up but I just got myself out of shape. I think I was trying too hard, and he just got passed me."

American H-D's Roy David Nicholson and HMC Hansen Racing's Shawn Conrad filled the top five, Conrad after passing teammate Billy Graef early in the race. CN





(Above) Eric Bostrom smoked the Harley-Davidson TwinSports field only to be stripped of his points and purse for having too much power on the post-race dyno run. (Left) Shawn Higbee was untouchable in the Buell Lightning Series race, winning by nearly 16 seconds.

Willow Springs International Raceway
Rosamond, California
Results: March 16, 1997 (Round 2 of 9)

BUELL: 1. Shawn Higbee; 2. Eric Bostrom; 3. David McGrath; 4. Jake Zemke; 5. Roy Nicholson; 6. Shawn Conrad; 7. Billy Graef; 8. Robert Bussey; 9. Brian Bodine; 10. Todd Evans; 11. Michael Friberg; 12. Todd Hennessy; 13. Scott Korol; 14. Shawn McNary.
Time: 14 min., 46.595 sec.
Distance: 10 laps, 25 miles
Average Speed: 101.512 mph
Margin of Victory: 15.998
BUELL LIGHTNING SERIES CHAMPIONSHIP POINT STANDINGS (After 2 of 9 rounds): 1. Shawn Higbee (70/2 wins); 2. Shawn Conrad (57); 3. (TIE) Todd Evans/David McGrath (51); 5. Eric Bostrom (48); 6. Brian Bodine (47); 7. Robert Bussey (46); 8. Shawn McNary (45); 9. (TIE) Roy Nicholson/Michael Friberg (44); 11. Jake Zemke (42); 12. Billy Graef (39); 13. (TIE) Scott Korol/Todd Hennessy (38); 15. David Kieffer (22); 16. Doug Harwell (17).

Upcoming Rounds:
Round 3 - Toronto, Canada, June 1
Round 4 - Braselton, Georgia, June 22

NASB Harley-Davidson TwinSports Series
Round 2: Willow Springs Internat'l Raceway

Bostrom on top, then not

By Mark Hoyer
Photo by Ko Kagiya

ROSAMOND, CA, MAR. 16

Just like at the opening round in Daytona, Eric Bostrom was the class of the Harley-Davidson TwinSports field. Only this time, he didn't get any points - or purse - for his impressive efforts aboard his Miller Electrical Construction Harley. A post-race dyno run revealed a one-horsepower excess in the horsepower-limited class and the result was the immediate loss of his newly won points and purse.

He does get to keep the trophy.

"That race was flawless - until we hit the dyno," Bostrom said. "We got DQ'd, which is pretty bizarre because we went before the race and put the bike on the dyno, right before, and it was 62 horsepower. We came back in and it was 66. So, we didn't win."

According to Roger Edmondson, NASB rules guru, Bostrom wasn't effectively disqualified since he gets to keep his finish placing, just not the money or points.

"He brought a gun to a knife fight," Edmondson said. "He had 66 horsepower, 65 is the limit. So he gets no points and no purse and nobody else gets changed."

Shawn Higbee, riding a Mitchell's Modesto Harley-Davidson AMA 883cc bike, finished second after battling with Bartels' Harley-Davidson's Jake Zemke early in the race.

Bostrom rolled off with the early lead, and while there was some early jockeying for the point, Bostrom simply outclassed and out-torqued his competition.

"At the beginning we had a little race going, and then I kind of broke clear and had a pretty easy race after that, pretty uneventful," Bostrom said.

Higbee was a little frustrated with his efforts to both leave Zemke and catch Bostrom, since the 883cc bike he was riding, while equal in peak horsepower, didn't have the torque of the restrictor-plated 1200cc machines - legal under NASB rules as long as the power requirements are met - his competition was riding.

"That was a little frustrating," Higbee said. "I knew going in that we were going to be at a little disadvantage with the Mitchell's Modesto bike because I just came here this weekend expecting to ride the Buell, but they had a spare bike and they asked me to ride it, and I said sure. Turns out it's an AMA bike that they use, so it's an 883cc - we didn't have the 1200cc - so we were down on power."

Todd Evans, who finished 11th, is now in a three-way tie for first in the points standings with Brian Bodine, who was eighth, and Shawn Conrad, who finished seventh. They all have 48 points.

Zemke and Higbee pressured Bostrom in the beginning, but a big slide on Zemke's part let Bostrom get away, and then Higbee got by.

"I had a big slide up in turn three (on the third lap)," Zemke said. "It was quite fun. My bike was sliding around the whole race. It wasn't anything too drastic, just that one slide, and then that let Eric get away from us. Me and Shawn were having a good dice until about halfway through he pulled out on me."

After breaking past Zemke, Higbee had aspirations of catching the fleeing Bostrom, but it was simply not going to happen.

"Zemke got in there and we started dicing and he was sliding all over the place," Higbee said. "I was afraid he might toss it in front of me so I was hanging a little bit back, but I pushed and got by him, broke away from him and tried to reel in Eric but just ran out of time. If it was a 100-lap race I probably might have been able to catch him, but there wasn't enough time."

Well off the pace of the leaders came Bartels' rider Shawn Russell, and well behind him was HMC Hansen Racing's Billy Graef. CN

Willow Springs International Raceway
Rosamond, California
Results: March 16, 1997 (Round 2 of 9)

HARLEY-DAVIDSON TWINSPORTS: 1. Eric Bostrom; 2. Shawn Higbee; 3. Jake Zemke; 4. Shaun Russell; 5. Billy Graef; 6. Robert Bussy; 7. Shawn Conrad; 8. Brian Bodine; 9. Shawn McNary; 10. Michael Friberg; 11. Todd Evans; 12. Stephen Vlasblom; 13. Scott Korol; 14. Matt Guidera.
Time: 15 min., 16.630 sec.
Distance: 10 laps, 25 miles
Average Speed: 98.186 mph
Margin of Victory: 4.884 sec.
HARLEY-DAVIDSON TWINSPORTS CHAMPIONSHIP POINT STANDINGS (After 2 of 9 rounds): 1. (TIE) Todd Evans/Brian Bodine/Shawn Conrad (48); 4. (TIE) Shawn Russell/Billy Graef (46); 6. Matt Guidera (43); 7. Eric Bostrom (35/2 wins); 8. Stephen Vlasblom (33); 9. (TIE) Shawn Higbee/Michael Friberg (32); 11. (TIE) Jake Zemke/Greg Hutcheson (30); 13. Scott Korol (27); 14. Robert Bussey (25); 15. Lance Jones (23); 16 (TIE) Jody Hendley/Shawn McNary (22); 18. Perry Melneciuc (21); 19. Chris Bliss (19); 20. Roger Hendricks (17).

Upcoming Rounds:
Round 3 - Toronto, Canada, June 1
Round 4 - Braselton, Georgia, June 22

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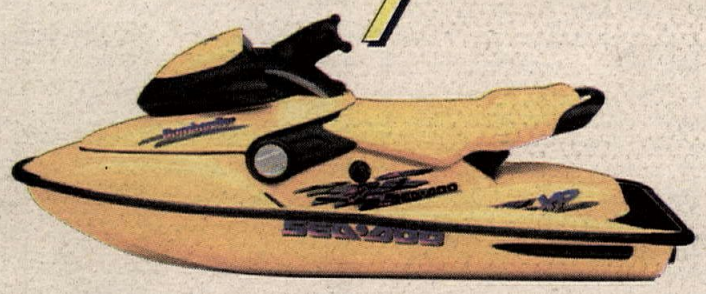

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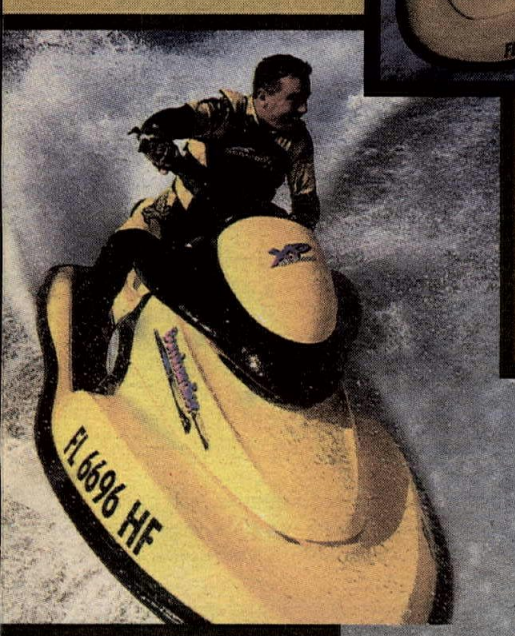

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1997 Championship Point Standings

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MBNA/AMA SUPERBIKE SERIES
(After 2 of 10 rounds)

1.	Doug Chandler (Kaw), Salinas, CA	(62)
2.	Miguel DuHamel (Hon), Canada	(56)
3.	Pascal Picotte (Suz), Canada	(54)
4.	Steve Crevier (Hon), Canada	(53)
5.	Larry Pegram (Suz), Baltimore, OH	(47)
6.	Aaron Yates (Suz), Milledgeville, GA	(45)
7.	Paul Harrell (Yam), Canyon Country, CA	(38)
8.	Mat Mladin (Duc), Australia	(37/1 win)
	Scott Russell (Yam), Alpharetta, GA	(37/1 win)
10.	Eric Moe (Kaw), Spring Lake, MI	(31)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 2 of 11 rounds)

1.	Pascal Picotte (Suz), Canada	(71/2 wins)
2.	Aaron Yates (Suz), Milledgeville, GA	(62)
3.	Miguel DuHamel (Hon), Canada	(59)
4.	Steve Crevier (Hon), Canada	(58)
5.	Ben Bostrom (Hon), Redondo Beach, CA	(54)
6.	Rich Oliver (Yam), Fresno, CA	(46)
7.	Mike Smith (Kaw), Canton, GA	(43)
8.	Jason Pridmore (Suz), Ventura, CA	(42)
9.	Mark Miller (Suz), Long Beach, CA	(41)
10.	Andrew Stroud (Hon), New Zealand	(40)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 2 of 10 rounds)

1.	Jason Pridmore (Suz), Ventura, CA	(72/2 wins)
2.	Ben Bostrom (Hon), Redondo Beach, CA	(62)
3.	Dale Keiffer (Suz), Las Vegas, NV	(48)
	Chris Rankin (Suz), Austin, TX	(48)
5.	John Jacobbi (Suz), Noblesville, IN	(44)
6.	Brian Gibbs (Suz), Stockbridge, GA	(41)
	Kenichiro Iwahashi (Hon), Japan	(41)
8.	Chuck Sorenson (Hon), Discovery Bay, CA	(40)
9.	Dax Snow (Suz), Las Vegas, NV	(37)
10.	Mark McDaniel (Suz), Santa Rosa, CA	(36)

AMA 250cc GRAND PRIX SERIES
(After 2 of 10 rounds)

1.	Rich Oliver (Yam), Fresno, CA	(72/2 wins)
2.	Randy Renfrow (Hon), Fredericksburg, VA	(64)
3.	Roland Sands (Yam), Long Beach, CA	(58)
4.	Greg Esser (Yam), Pompano Beach, FL	(47)
5.	Bobby Keith (Hon), Redwood City, CA	(46)
6.	John France (Hon), Melbourne, FL	(42)
	Hikaru Miyagi (Hon), Japan	(42)
8.	Perry Melneciuc (Hon), Lehigh Acres, FL	(39)
9.	Leon Cortes (Hon), Coral Gables, FL	(34)
10.	Chris Rogers (Yam), Corona, CA	(31)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 2 of 11 rounds)

1.	Eric Bostrom, El Segundo, CA	(71/2 wins)
2.	Shawn Higbee, Manhattan Beach, CA	(65)
3.	Dave Estok, Daytona Beach, FL	(56)
4.	Jake Zemke, Paso Robles, CA	(54)
5.	Lance Jones, Anderson, SC	(51)
6.	Jody Hendley, Mission Viejo, CA	(50)
7.	Shaun Russell, San Jose, CA	(48)
8.	Jess Roeder, Monroeville, OH	(45)
9.	Jerry Casciero Jr., Bel Air, MD	(30)
9.	Nate Wait, Lodi, CA	(28)
	Gary Rodgers, San Jose, CA	(28)

AMA/PIRELLI FORMULA EXTREME SERIES
(After 2 of 10 rounds)

1.	Andrew Stroud (Hon), New Zealand	(36/1 win)
2.	Doug Toland (Hon), Buena Park, CA	(32)
3.	James Randolph (Suz), Santa Rosa, CA	(30)
4.	Brian Gibbs (Suz), Stockbridge, GA	(28)
5.	M. Ben Welch (Yam), San Diego, CA	(26)
6.	Dean Mizdal (Suz), Huntington Beach, CA	(25)
7.	Anthony Johnson (Suz), Layton, UT	(24)
8.	Akiharu Shigeno (Suz), Japan	(23)
9.	Scott Ruehle (Suz), Saint Cloud, MN	(22)
10.	Mike Krynock (Kaw), San Francisco, CA	(21)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 8 of 15 rounds)

1.	Jeff Emig (Kaw), Riverside, CA	(153/3 wins)
2.	Doug Henry (Yam), Oxford, CT	(149/2 wins)
3.	Jeremy McGrath (Suz), Canyon Lake, CA	(147/1 win)
4.	Greg Albertyn (Suz), Riverside, CA	(128/1 win)
5.	Mike LaRocco (Suz), South Bend, IN	(126)
6.	Larry Ward (Hon), Florence, SC	(123)
7.	Ezra Lusk (Suz), Bainbridge, GA	(107)
8.	Mike Craig (Hon), Lakeside, CA	(91)
9.	Steve Lamson (Hon), Riverside, CA	(81)
10.	Damon Huffman (Kaw), Acton, CA	(78/1 win)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 3 of 7 rounds)

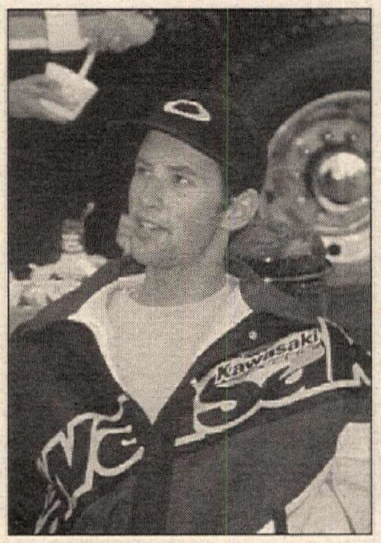
1.	John Dowd (Yam), Chicopee, MA	(68/2 wins)
2.	Tim Ferry (Suz), Palm Harbor, FL	(66)
3.	Stephane Roncada (Hon), France	(48)
4.	Scott Sheak (Suz), Hudson, NY	(44)
5.	Robbie Skaggs (Hon), Macon, GA	(42)
	Ricky Carmichael (Kaw), Havana, FL	(42/1 win)
7.	Chad Pederson (Yam), Fort Dodge, IA	(38)
8.	David Pingree (Kaw), Menifee, CA	(37)
9.	Jeff Dement (Kaw), Humble, TX	(34)
10.	Greg Schnell (Yam), Rancho Cucamonga, CA	(32)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 5 of 7 rounds)

1.	Kevin Windham (Yam), Baton Rouge, LA	(103/3 wins)
2.	David Vuillemin (Yam), France	(93/1 win)
3.	Robbie Reynard (Hon), Norman, OK	(87)
4.	Casey Johnson (Kaw), Murrieta, CA	(86)
5.	Craig Decker (Kaw, Palm Desert, CA	(83)
6.	Nathan Ramsey (Suz), Hixson, TN	(80)
7.	Cory Keeney (Yam), Oakdale, MN	(59)
8.	Shaun Perolio (Hon), Saugus, CA	(53)
9.	Chris Wheeler (Suz), El Cajon, CA	(50)
10.	Casey Lytle (Hon), Santa Clarita, CA	(49)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 1 of 13 rounds)

1.	Jeff Emig (Kaw), Riverside, CA	(50/1 win)
2.	Jeremy McGrath (Hon), Canyon Lake, CA	(44)
3.	John Dowd (Yam), Chicopee, MA	(36)
	Damon Bradshaw (Hon), Homedale, ID	(36)
5.	Larry Ward (Hon), Florence, SC	(29)
6.	Jimmy Buton (Yam), Phoenix, AZ	(28)
7.	Mike Kiedrowski (Hon), Acton, CA	(26)
8.	Doug Henry (Yam), Oxford, CT	(25)
9.	Mike LaRocco (Suz), South Bend, IN	(20)
10.	Jason McCormick (Yam), Vancouver, WA	(19)

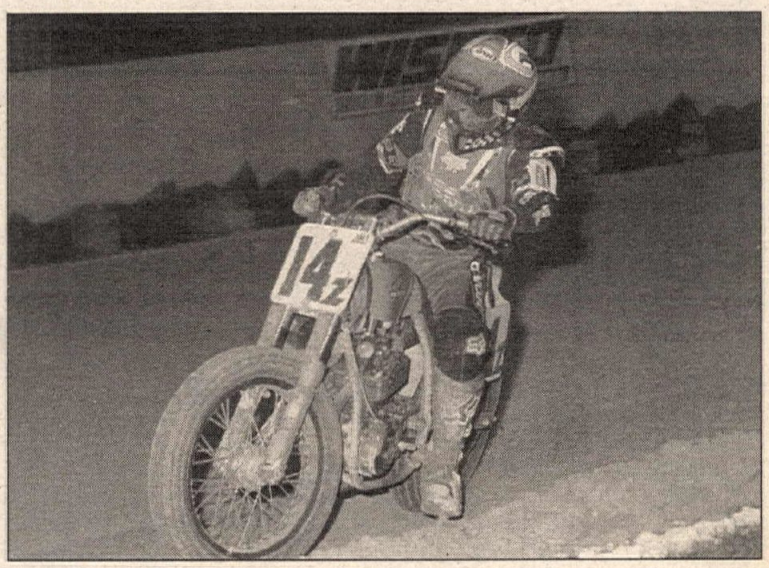


DAMON HUFFMAN

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 1 of 13 rounds)

1.	Ricky Carmichael (Kaw), Havana, FL	(47/1 win)
2.	Steve Lamson (Hon), Riverside, CA	(41)
3.	Kevin Windham (Yam), Baton Rouge, LA	(38)
	Mike Craig (Hon), Lakeside, CA	(38)
5.	Robbie Reynard (Hon), Norman, OK	(31)
6.	Scott Sheak (Hon), Germantown, NY	(29)
7.	Michael Brandes (Yam), Menifee, CA	(26)

RODNEY SMITH



PAUL IWANAGA

8.	Casey Johnson (Kaw), Murrieta, CA	(21)
9.	Stephane Roncada (Hon), France	(20)
	Brian Deegan (Suz), Sun City, CA	(20)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 1 of 24 rounds)

1.	Terry Poovey (Rtx), Euless, TX	(23/1 win)
2.	Brett Landes (ATK), Los Gatos, CA	(19)
3.	Jay Springsteen (H-D), Lapeer, MI	(16)
4.	Dan Butler (Rtx), Waterford, MI	(15)
5.	David Camlin (Rtx), Rock Island, IL	(14)
6.	Willie McCoy (ATK), Richardson, TX	(13)
7.	Mike Hacker (Rtx), Prince George, VA	(12)
8.	Paul Iwanga (Hon), Gilroy, CA	(11)
9.	Johnny A. Murphee (W-R), Paso Robles, CA	(10)
10.	Charles Orr (Rtx), Irving, TX	(9)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 1 of 9 rounds)

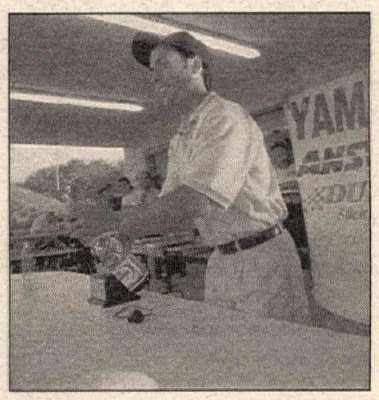
1.	Ty Davis (Kaw), Hesperia, CA	(30/1 win)
2.	Michael Lafferty (KTM), Millville, NJ	(25)
3.	Randy Hawkins (Yam), Travelers Rest, SC	(21)
4.	Jason Dahners (KTM), Redmond, WA	(18)
5.	Donnie Book (Kaw), Gypsum, CO	(16)
6.	Aaron Sykes (Kaw), Cotati, CA	(15)
7.	Jon King (Kaw), Anitoch, CA	(14)
8.	Forrest Tobin (KTM), Casper, WY	(13)
9.	Larry Roeseler (Kaw), Hesperia, CA	(12)
10.	Mike Monroe (Yam), Alabaster, AL	(11)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 1 of 6 rounds)

1.	Ty Davis (Kaw), Hesperia, CA	(30/1 win)
1.	Greg Zitterkopf (KTM), Chino, CA	(25)
2.	Paul Krause (Kaw), Irvine, CA	(21)
4.	Jeff Capt (Hon), Glendora, CA	(18)
5.	Nick Pearson (KTM), Pioche, NV	(16)
6.	Dan Richardson (Kaw), Fountain Valley, CA	(15)
7.	Brian Brown (Kaw), Nampa, ID	(14)
8.	Steve Hengeveld (Kaw), Phelan, CA	(13)
9.	Paul Ostbo (Hon), Woodenville, WA	(12)
10.	Jim Gray (KTM), Gunnison, CO	(11)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 2 of 8 rounds)

1.	Rodney Smith (Suz), Oakley, CA	(50)
2.	Paul Edmonson (Suz), Great Britain	(48/1 win)
3.	Steve Hatch (Suz), Ithaca, NY	(42)
4.	Patrick Garrahan (KTM), Boulder Creek, CA	(33)
5.	Ty Davis (Kaw), Hesperia, CA	(30/1 win)
	Jason Dahners (KTM), Redmond, WA	(30)
7.	Brian Garrahan (Kaw), Boulder Creek, CA	(28)
8.	Rob Kopp (Kaw), Mica, WA	(26)
9.	Aaron Sykes (Kaw), Cotati, CA	(24)
	Destry Abbott (KTM), Glendale, AZ	(24)



STEVE HATCH

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 2 of 13 rounds)

1.	Steve Hatch (Suz), Ithaca, NY	(55/1 win)
2.	Rodney Smith (Suz), Oakley, CA	(45/1 win)
3.	Scott Summers (Hon), Petersburg, KY	(39)
	Ty Davis (Kaw), Hesperia, CA	(39)
5.	Scott Plessinger (KTM), Hamilton, OH	(31)
6.	Randy Hawkins, (Yam), Travelers Rest, SC	(30)
7.	Doug Blackwell (Yam), Parkersburg, WV	(28)
8.	Duane Conner (Yam), Washington, PA	(20)
9.	Fred Andrews (Yam), Salem, OH	(18)
10.	Chris Smith (Hon), Great Meadows, NJ	(15)

MIKE HACKER

Round 2: Road Atlanta

SMITH AT THE LINE

By Jim Talkington

BRASELTON, GA, MAR. 9

Team Suzuki off-road landed its second GNCC victory in as many events after Rodney Smith, current AMA National Reliability Enduro and Hare Scrambles champion, bested teammate (and first-round winner) Steve Hatch in a down-to-the-wire scramble to the finish. Hatch looked set to dominate in the early going, but determination on Smith's part and a demanding course that challenged the nation's best off-road racers to the best of their abilities saw Smith pull out the victory with just two miles to go.

"The first thing that I said to my mechanic, Mark Hyde, was 'I ate a lot of dirt today!'" Smith said of his rise to victory. "I made a couple of mistakes and the next thing I'd know another guy went by and another guy went by and I'd take the wrong trail or get stuck with a lapper. I think I was back in sixth or seventh at one time and I just said, 'Hey, I've gotta get going.' So I put my head down, worked real hard and worked my way up."

When the mud and dust had settled after two hours and 45 minutes of racing, the lead duo of Smith and Hatch were followed by former teammate Randy Hawkins in third, Honda's current GNCC National Champion Scott Summers in fourth and Doug Blackwell of Team Yamaha/SportCycles Racing in fifth.

The Road Atlanta GNCC round was the tour's first visit to the northeast Georgia road race and motocross facility. Just over 400 riders took to the approximately 9-mile course that incorporated the facility's well-groomed motocross course, an old-school vintage-motocross/rough scrambles course and challenging woods trails cut through a base of red Georgia clay. Skies were clear and temperatures stayed in the low 70s, a welcome relief from the Ocala event's unseasonably hot temperatures the week prior.

The inclusion of the two motocross-style sections permitted spectators to view the racing action more than woods-racing events generally allow. The open nature of the course in view also could have led observers to believe that the day might favor riders with a motocross background, riders like former 125cc Western Region SX champ Team Green Kawasaki's Ty Davis and eventual winner (and former Brazilian national motocross champion) Smith.

Motocross skills would, however, definitely not be the deciding factor in the day's outcome, for the trail provided a good selection of lines and favored smart choices as ruts deepened to bike-swallowing depths and slippery roots became more exposed as racing progressed.

The normal GNCC format of starting racing at noon was delayed slightly due to a local ordinance preventing the operation of machinery until half past 12 p.m. on Sundays.

The 20-rider pro field was impressive as it rolled to the line at just past 1 p.m., with Smith, Hatch, Hawkins, Summers, KTM's Plessinger and Team Yamaha's Fred Andrews all having AMA National Off-road Championships to their credit. And in addition to the deep field of U.S. national talent, Team Suzuki's newest recruit, four-time World Enduro Champion Paul Edmondson, was also on hand, making his second attempt at the GNCC series and looking to improve upon the round-one, crash-related DNF that left him with a stiff neck and bruised shoulder.

When the green flag was waved, Hatch bolted cleanly into the number-one spot, followed by Smith, Davis, Andrews, Edmondson, Summers and Plessinger. As evidenced by his holeshot, Hatch had pinned the throttle from the word *go* and looked impressive as he circulated the mile of motocross track before entering the woods ahead of the field.

Davis passed Smith for second before the track became trail, while the rest of the lead pack entered the woods in the same order they started the race in.

After one lap and with no lapped riders yet to contend with, Ocala winner Hatch passed the electronic scoring table still in the lead with Davis' Kawasaki stuck to his rear fender. Smith followed just two seconds back in third, with teammate Edmondson trailing him by the same margin. Then came the pack of Plessinger, Andrews, KTM's Jason Dahners, Summers and Hawkins, all within striking distance.

Lap two would be the final circuit for 1993 series champ Fred Andrews and his Andrews' Racing Yamaha, after climbing into third spot.

"I hit a tree and damaged my steering stabilizer," Andrews said. "I just couldn't handle (the bike) after that and had to call it quits."

A disappointed Edmondson also called it quits by lap three, a crash aggravating his bruised shoulder and leaving him unable to continue his ride, a ride which had seen "Eddy" rise to as high as second position. Before the event, he was optimistic about the day's racing and much preferred this Georgia trail to Ocala, his previous (and only prior) experience with the Grand National Cross Country series.

"It's a bit more open - not all of those tight trees," Edmondson said before the event. "I think it should be much better, really."

Unfortunately it wasn't, and the unlucky British rider left Road Atlanta with another DNF for his efforts.

The action remained tight throughout the six laps of racing, and even slight mistakes could be potentially very costly toward the overall finish.

Californian Davis went down on the third lap and dropped quickly from second to seventh place, where he would ultimately finish. Plessinger stayed within a half a minute of the leader (Hatch) and well within challenging distance until lap five, when he would emerge from the woods covered with red Georgia mud and almost four minutes down on first place.

Afterward, Plessinger chose to sum up the day's racing by simply saying, "It was a terrible day... a terrible day."

Typically a slow starter at the beginning of the season, Plessinger's fifth- and sixth-place finishes in the first two

(Right) Team Suzuki's Rodney Smith ran as low as seventh but came back to steal the win from teammate Steve Hatch in the final miles of the race. (Below) Hatch nails the holeshot at the start of round two of the Grand National Cross Country Series at Road Atlanta.

Kawasaki
MOTORSPORTS

Someone forgot to tell Jeffro it's Spring Break in Daytona.

Round 7
AMA Supercross Series
Daytona International Speedway
Daytona Beach, FL

"I got good starts, had the right equipment and rode well enough to win."

–Team Kawasaki rider Jeff Emig

While thousands of students were partying at Daytona Beach, Jeff Emig was taking care of business up the road at the Speedway. First, Jeff went wire-to-wire in his heat race. Then he did it again in the Main, giving Kawasaki its fourth win at Daytona in five years. That's right. Four out of five at the most punishing track on the circuit. Draw your own conclusions.

BEL-RAY BRIDGESTONE Renthal ACERBIS NGK BRAKING D.I.D BERG RACING USA U.S. CHROME mxtra UNI FILTER FX

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Round 2: Road Atlanta

rounds are still an improvement on seasons which have seen him claim the GNCC title ('94 and '95).

The battle for the top spot was up for grabs entering the sixth and final lap (the fastest lap of the day) after two hours and 18 minutes of racing. Hatch passed the white flag still in the lead with Smith just two seconds behind and looking to make a move.

"Me, Steve (Hatch) and Ty (Davis) were having a good battle the first couple of laps and I was just eating a lot of dirt - Ty was getting me pretty muddy," Smith said of his rise to the runner-up slot. "I made a couple of mistakes on the third and fourth lap and dropped back quite a way. I gassed and (my mechanic) Mark (Hyde) told me that Steve was ahead of us and going away. That's when I set the hammer down and was off on a mission. The next thing I knew, they told me I was 15 seconds behind him, and I just started pushing."

Hatch and Smith picked up the pace and pulled farther away from the Hawkins-and-Summers battle for third on the final lap. With a short distance to go, Smith claimed the lead when his teammate encountered problems.

"Rodney was riding really good, and with about two miles to go I hit a lapper," Hatch said. "The guy laid on top of me and Rodney rode by."

The smiling points leader offered no excuses for the unfortunate turn of events and chalked it up to racing and that fact that he had led during the early stages.

"It was kind of tough out there today, trying to be the leader, a little bit, because there were so many lappers," Hatch said, adding with a smile, "We were lapping guys on the second lap and I probably should have hung back and let somebody else knock them out of the way."

Winner Smith's last lap was not without incident, though, when he encountered problems of his own.

"When I caught Steve on the last lap, I had some trouble with my rear brakes," Smith said. "I ran into some banners that were laying across the track and I got them in my brakes. It's kind of funny, they went away for about a lap and then they started working good again."

The battle for third was won by Hawkins when Summers tangled with a tree on the final lap.

"Randy was riding really good and I was feeling really strong," Summers said. "When I caught up with Randy, a small tree grabbed my fork leg and I just started flipping after that. So I pretty much had to settle for fourth. I was just a victim of misfortune out there a couple of times."

Hawkins, a very popular third-place finisher in only his fourth race outing on his SCR Yamaha, was pleased with his ride and commented on his finish and the difference between GNCC and national enduros.

"This is just so different from enduros, you know." Hawkins said. "I get to go for 10 or 15 miles (in enduros) and stop and kind of get organized. Here, the first couple of laps my arms pumped up and I kind of fell back. If I can ever get where my arms don't pump up and I can stay up in the front - because I used a lot of energy to catch up with those guys - I think I can make a race of it."

Fifth-place finisher Blackwell, like teammate Hawkins, was one of the few riders to climb steadily up the overall order and had rounded the first lap in ninth position. Blackwell's finish was valiant after starting the event with hands badly blistered from the Ocala event just five days previous. When asked of his prospects prior to the race, the West Virginia rider could only say, "We'll see how it goes," and was pleased with his overall finish. The blistering from the Florida round could not be attributed to a lack of riding time, as Blackwell currently heads the points standings (tied with Plessinger) of the Mid-South Hare Scrambles series with two rounds to go.

Plessinger trailed Blackwell by nearly three minutes for the sixth-place slot. Rounding out the top 10 were Davis, Dahners, series regular Brian Keegan and Chris Smith.

After the day's racing it was obvious that Hawkins' making the podium was also a hit with his former teammates Hatch and Smith and, when they accepted their trophies, they spoke of their relationship as being like that of brothers. "Rodney and Randy are like brothers to me so this is like a dream come true," Hatch said. "We've done this before, but it's a lot of fun to have all three of us up here." CN

(Top) Hatch led from the start and controlled the lead for much of the race but difficulties with lapped riders slowed him at the end. (Left) A last-lap encounter with a tree branch left Honda's Scott Summers on the ground and out of the battle for third he had waged with Hawkins. Summers remounted to finish fourth. (Above) SCR Yamaha teammates Randy Hawkins (7) and Doug Blackwell (6) finished third and fifth, respectively.

Road Atlanta
Atlanta, Georgia
Results: March 9, 1997 (Round 2 of 13)

O/A: 1. Rodney Smith (Suz); 2. Steve Hatch (Suz); 3. Randy Hawkins (Yam); 4. Scott Summers (Hon); 5. Doug Blackwell (Yam); 6. Scott Plessinger (KTM); 7. Ty Davis (Kaw); 8. Jason Dahners (KTM); 9. Brian Keegan (Yam); 10. Chris Smith; 11. Gene Onail (Kaw); 12. Mike Sampson (Kaw); 13. R.J. Bennett (Yam); 14. Blair Bersano (KTM); 15. Duane Conner (Yam); 16. Tom Carson (Suz); 17. Vance Earl (Suz); 18. Robbie Jenks (Yam); 19. Curt Wilcox (Suz); 20. Jan Hrehor (Yam).

PRO: 1. Rodney Smith (Suz); 2. Steve Hatch (Suz); 3. Randy Hawkins (Yam); 4. Scott Summers (Hon); 5. Doug Blackwell (Yam).

OPEN A: 1. Rodney Judson (ATK); 2. Michael Grizzle (Hbg); 3. Jeff Vealey (KTM); 4. Dave Gunn (KTM); 5. Rich Bryan (KTM).

250 A: 1. Robbie Jenks (Yam); 2. Jim Jarrett (Yam); 3. Todd Morain (Yam); 4. Ross Benson (Suz); 5. John Bennett (Yam).

200 A: 1. Joshua McLevy (Hon); 2. Jeff Fredette (Kaw); 3. Heath Bennett (Yam); 4. Ronald Johnson (Kaw); 5. Luke McNeil (Kaw).

4-STRK A: 1. Curt Wilcox (Suz); 2. Harvey Whitaker (Kaw); 3. Darius Lattea (Suz); 4. John Shaffer (Suz); 5. Ronnie Burnfield (Suz).

SR A: 1. Rick Kresic (Suz); 2. Terry Hughes (Yam); 3. Mick Dorman (KTM); 4. Randy Mastin (Yam); 5. Paul Michels (ATK).

200 B: 1. Steven Graves (Yam); 2. Paul Chaney (Kaw); 3. Sean Hastings (Yam); 4. Aaron Johns (Yam); 5. Jimmy Bates (Kaw).

250 B: 1. Dustin Beatty (Yam); 2. Jonathan Wendell (Suz); 3. Jason Everhart (Yam); 4. Mickey Frantz (Suz); 5. Daniel Breckman (Kaw).

OPEN B: 1. Jason Jarvis (KTM); 2. Tripp Tharpe (KTM); 3. Norman Richards (KTM); 4. Steve Linton (KTM); 5. Skip Crews (Hon).

4-STRK B: 1. Stephen Henson (Hus); 2. Billy Chapman (Hon); 3. Stacey Clark (Hon); 4. Marty Michels (Hon); 5. Marshall Young (KTM).

VET B: 1. Gerald Greene (Yam); 2. Cliff Perrell (Yam); 3. Curtis Baldwin (Yam); 4. Timmy Pool (Kaw); 5. Clark Munger (Suz).

SR B: 1. Barry Lee (Yam); 2. Lee Henmansen (Suz); 3. Richard Stroud (Yam); 4. Gary Maxwell (KTM); 5. Ted Stone (KTM).

S/SR: 1. Harry Greenlee (Yam); 2. Wayne Beatty (Yam); 3. John Gallagher (KTM); 4. Al Chuppa (Yam); 5. Frank Erbe (Yam).

MSTR: 1. Mike Garrett (Hon); 2. Johnny Able (KTM); 3. J.C. Lenning (Kaw); 4. Thomas Barr (Kaw).

125/200 C: 1. Bobby Hudnal (Suz); 2. Josh Newell (Hon); 3. Jeremy Morris (Kaw); 4. Tony Reece (Hon); 5. Paul Thistle (Yam).

250/OPEN C: 1. Ricki McAtee (Yam); 2. Tim King (Kaw); 3. Chad Hollis (Kaw); 4. Dave Sheehan (Hon); 5. Bob Hudnall (Suz).

4-STRK C: 1. David Munsrud (Suz); 2. Steven Pamplin (Hon); 3. Ronnie Parish (Hon); 4. Michael Smith (Suz); 5. Michael Vitelli (Hon).

L/W TR: 1. Derek Perry (Hus); 2. Andy Zeird (Kaw); 3. Klint Harris (Kaw); 4. Robert Zeird (Kaw); 5. Murray Cail (Hon).

H/W TR: 1. Joshua Steed (KTM); 2. Jim Crouch (KTM); 3. B.J. Trammell (Yam); 4. Richard Mellon (Suz); 5. James Rowley (Kaw).

WMN: 1. Suzanne Heath (Kaw); 2. Karen Nelson (Suz).

Upcoming Rounds:
Round 3 - Cross Anchor, SC, March 23
Round 4 - Hurricane Mills, TN, April 6

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MotoWorld

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MW2 MOTOWORLD 2 ®

It's time for March Madness, MotoWorld style, meaning all the best of Bike Week. Bob and Art will be roaming Daytona International Speedway, the Gatorback, Main Street and beyond for all the top stories in racing. Plus, MotoWorld kicks off the racing season with extended coverage of Supercross, amateur motocross, offroad action and more!

On MW2 Rev It Up, Jerry B. will also be at the world center of racing, but we're talking SNOWMOBILE racing at Eagle River, Wisconsin! There he finds the most extreme athletes ever to grace our cameras. These guys run 24 hours straight at temps of 25° below!

But then he heads to Daytona Beach to thaw out with the rest of the gang, working on the Smokin' Joe's pit crew and cruising around to as many races as possible! It's gonna be a blast! Don't miss MW2 Rev It Up in March!

MOTOWORLD
MARCH 1997 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
				3/1	Sat	12:30-1:00PM
				3/6	Thurs	3:30-4:00AM
3/8	Sat	12:30-1:00PM	&	3/9	Sun	7:30-8:00PM
				3/10	Mon	2:00-2:30AM
3/13	Thurs	9:00-9:30PM	&	3/15	Sat	3:30-4:00PM
				3/18	Tues	3:30-4:00AM
3/22	Sat	11:00-11:30AM	&	3/22	Sat	9:30-10:00PM
				3/24	Mon	5:00-5:30AM
3/28	Fri	11:30-12:00AM	&	3/29	Sat	12:30-1:00PM

MOTOWORLD 2
MARCH 1997 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
3/9	Sunday	5:00-5:30PM	&	3/10	Monday	12:00-12:30AM
3/23	Sunday	7:30-8:00PM	&	3/24	Monday	5:30-6:00AM

1997 AMA MOTOCROSS
MARCH 1996 SCHEDULE ON ESPN2

EASTERN TIME			
Gainesville, FL	3/9	Sunday	4:00-6:00PM
(repeat)	3/19	Wednesday	1:00-3:00AM

DAYTONA BIKE WEEK
MARCH 1997 SCHEDULE ON ESPN2/ESPN

EASTERN TIME				
Daytona AMA 200 Road Race by Arai	3/9	Sun	1:00-4:00PM(L)	ESPN2*
	3/12	Wed	3:30-6:00AM	ESPN2
	3/13	Thur	3:00-6:00PM	ESPN2
	3/11	Tues	12:30-2:00AM	ESPN
Daytona AMA Supercross by Honda	3/15	Sat	3:30-5:30PM	ESPN2
	3/15	Sat	9:00-11:00PM	ESPN2
	3/17	Mon	4:00-6:00PM	ESPN2
	3/20	Thur	1:00-2:00AM	ESPN
Daytona Classics/Vintage	3/6	Thur	1:30-2:30AM	ESPN2
	3/15	Sat	8:00-9:00PM	ESPN2
600 Supersport, 750 SS, 250GP	3/13	Thur	7:30-9:00PM	ESPN2
	3/17	Mon	4:30-6:00AM	ESPN2
Supertwins	3/16	Sun	12:30-1:00PM	ESPN2
	3/18	Tues	3:00-3:30AM	ESPN2
600 Supersport	3/20	Thur	7:30-8:30PM	ESPN2
	3/29	Sat	4:00-5:00AM	ESPN2
NASB, FUSA, Buell	3/30	Sun	1:30-4:00PM	ESPN2
	4/5	Sat	12:00-2:30AM	ESPN2

* (L) Live Telecast on ESPN2

1997 SUPERCROSS
MARCH 1997 SCHEDULE ON ESPN2

EASTERN TIME			
Atlanta, GA	3/1	Saturday	4:00-6:00AM
Daytona Beach, FL	3/16	Sunday	3:00-5:00PM
(repeat)	3/23	Sunday	3:30-5:30AM
Minneapolis, MN	3/23	Sunday	3:00-5:00PM
(repeat)	3/25	Tuesday	4:00-6:00PM
Houston, TX	3/28	Friday	9:30-11:30PM
(repeat)	3/29	Saturday	1:00-3:00PM

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A ROCKY ROAD

By Kent Taylor

By the time their motocross careers would wrap up, superstars Brad Lackey and Jimmy "The Jammer" Weinert would combine for one World Championship, three National Championships, one Supercross championship and a wagonload of big wins. But on a certain fall day in 1971, these two go-fast racers were taxi service, dispatched to the airport by Team CZ to pick up a new teammate. He's a farm kid coming in from Lisbon, Ohio. Somebody, they are told, named Burton - Dale Burton.

The ruse was on, and it continued until the hard-charging CZ rider finally turned 18 more than a year later. Eighteen was the legal age for professional MX in 1971; had AMA officials peeled away the glued-on photo on the rider's license, they would've seen the real 33-year-old Dale Burton and not his fresh-faced protege, a talented farm boy who had talked his parents into letting him quit school to chase the dream of becoming a motocross star.

One year later, the boy had a new job with the powerful Team Husqvarna and he would ride under his own name with a legitimate license. Sometimes you get two chances to make a good first impression. And this 18-year-old gave his competition plenty of chances to learn his real name, written plainly for all to see on the back of his jersey: S-e-m-i-c-s.

It wasn't a coincidence that one of the first American riders to recognize the importance of physical training would go on to stretch out his career over 14 years. Gary Semics started out on air-cooled, twin-shocked bikes with chrome fenders and finished on single-shocked, liquid-cooled machines with nearly twice the horsepower.

> *"This was the '70s and if you didn't smoke at least a little marijuana, you were considered weird."*

Semics was a pioneer of sorts, having learned from the original iron man of motocross, '60s World Champion Rolf Tibblin, that physical conditioning was as important as rider skill and bike preparation. Early motocross tracks were bone-jarring rough and bumpy, as was the suspension found on early MX bikes, so when Rolf spoke about strength, Semics and fellow Husky teammates Bill Clements, Bob Grossi, Jim West and Mark Blackwell listened.

"Rolf was our team manager, but he was really much more than that," Semics says from his Ohio home. "He was more like a big brother, and he really helped us, both mentally and physically. Everybody on the team looked up to him."

Semics paid attention, worked hard, rode fast and won a 500cc AMA National in 1974 - only to be booted off the team that fall.

"It's a really weird story," he recalls. "That was back when minibike races were really popular. If we weren't racing for real, we would play-race on minis. It got pretty serious and one time Bob Grossi and I were racing and we both wound up crashing. The story that spread around, which wasn't true, was that we had crashed together.

"Anyway, Bob really messed up his knee and I hurt my elbow. When I healed up, I drove to the St. Louis round of the Trans-Am Series."

When he arrived, he found his mechanic, Eric Crippa, prepping his Husky for another rider, a little-known Texan named Kent Howerton.

"I wanted to ride and so I drove on to California for the final two rounds of the series," Semics remembers. "Billy Grossi (Bob's younger brother) was out of action with a broken leg, so he let me ride his Honda CR practice bike in the final two Trans-Am support-class events."

A couple of top-five finishes later and Semics found himself on board with Team Kawasaki, a relationship which would last for the next three years.

Gary Semics is one of only two riders to win a 500cc Supercross title, winning his in 1974.

"This was a great time in the sport," Semics says. "I was making $24,000 a year in salary alone, which was a lot of money in the mid-'70s. A championship bonus was worth $20,000, and by this time we were flying to most of the races."

The racers were a tight group - sometimes too tight.

"Sometimes, it seemed like a 'Peyton Place' (a 1960s television soap opera). Somebody was dating a girl who somebody else wanted to date and she might've liked him better anyway - that could get pretty crazy. Plus, this was the '70s and if you didn't smoke at least a little marijuana, you were considered weird. I remember one race where even my mechanic was stoned on acid - he couldn't fix anything. It turned out, though, that it wasn't really his fault; somebody had slipped him something.

"Don't get me wrong; we worked out, rode hard and it was all business when we were on the race track. But when the races were over, we had a good time."

In 1976, Semics came as close as he ever would to winning an outdoor National Championship. After a trial-and-error season in 1975, the works Kawasakis were once again potent machines, faster than anything else out of the gate, and Semics found himself battling Howerton for the now long-since-gone 500cc National Championship.

"When I showed up at the Honda distributor in Germany, they didn't even know who I was...I remember walking along the highway, with my suitcase, hitchhiking."

The title battle would not be decided until the final race, where Semics needed to beat the man who had taken his job two years earlier, and he had to beat him in both motos.

"It wasn't important to me because of what had happened with Husky," Semics recalls. "I just wanted a championship and everything that went with it.

"Unfortunately, I was really nervous and couldn't concentrate until Kent came by and passed me. I stayed right with him, but couldn't get around him. I did beat him in the second moto and won the race overall, but wound up losing the title by just a few points. It was pretty close."

A title was even closer than he thought. After the race, Semics was visiting with his former mechanic, Eric Crippa, who pointed to the Husky's countershaft sprocket. The snap ring designed to keep it on the shaft had either broken or fallen off; nothing but luck kept the wobbling sprocket in place. But it was Howerton's and Husqvarna's luck, not that of Semics, who on that day, had won his last major AMA motocross race.

A nagging leg injury kept Gary from being competitive in 1977. Kawasaki, which had not had a championship season for four years, was under pressure from Japan and Semics was released at the end of the season. He spent the following year with Team Can-Am on a Canadian bike which was fast but finicky, and Semics and mechanic Mike Stark spent the year trying to get the bike sorted out.

Semics signed a factory Husqvarna contract in 1972. His racing career would span some 14 years.

"I didn't even know if I really wanted to race."

Still one of the faster riders in the United States, he was brought on board a powerful Team Honda for 1979, a lineup which included Marty Smith, Steve Wise, Jimmy Ellis and Marty Tripes. Legendary stars, but no match for Team Yamaha's Bob Hannah and Broc Glover, and the year came and went without a Honda championship. Semics finished third in the 500s, but never challenged for the title.

That fall, his good friend Gaylon Mosier, enjoying the best time of his own MX career, was killed in a bicycle accident. The loss of a member of the motocross family, combined with three years of injuries, inferior equipment and no wins, all contributed to a lethargic feeling about motocross itself.

"By this time, I didn't even know if I really wanted to race," Semics remembers. "The past three years had been so frustrating... my heart just wasn't in it."

His Honda teammates went in different directions for the following year; Smith went to Team Suzuki, Tripes joined Yamaha and Semics found a ride with Team LOP, a Yamaha farm team funded by a rich kid named Laurens Offner. Offner's bikes didn't suit Semics' riding style and he eventually elected to buy his own motorcycles before finally winding up doing R&D work for U.S. Suzuki in 1981.

The big money was gone, but with it went the pressure of riding for a major motorcycle manufacturer. Not coincidentally, something else came back.

"I wanted to race again," he says. "It was really all that I had ever wanted to do. If I did anything else, like playing racquetball, it was only to help make me a better racer."

So, Gary Semics had renewed his interest in racing. "So what?" said the factory teams, who were looking for new blood. Semics - like Weinert, Distefano, Smith and Tripes - was a ghost of MX past. Broc Glover, Darrell Schultz, Mark Barnett and Donnie Hansen were now winning championships and riding the newest works bikes.

With no opportunity knocking in the United States, Semics went to Europe.

American riders had now established themselves as the masters of the sport and Honda's distributor in Germany was eager to put Semics on a red bike.

At least, Semics *thought* that was what he said: "When I showed up at the Honda distributor in Germany, they didn't even know who I was, or what I was doing there! I couldn't believe it! I remember walking along the highway, with my suitcase, hitchhiking. And it was snowing. I kept after them and finally I had to go to this big party and get drunk with the Germans to get them to give me a bike."

A strange beginning, but Semics was quick to prove to the Deutschlanders that this was no mistake. He wrapped up the year in seventh place in the 500cc Grand Prix wars and had finished as high as second overall at the Canadian Grand Prix.

His ride earned him another stint with Team Kawasaki, this time to win the 500cc World Championship.

But the early '80s were a bad time for motorcycle manufacturers. Race budgets were the victims and factory suits pulled the plug on the offer before Semics could say "green."

There would be time for one final bad deal. Maico signed both Semics and veteran Billy Grossi to campaign the GP wars, but unbeknownst to the two, the deal wasn't worth the paper it was written on. The bikes were fragile and simply not competitive. The promised money didn't materialize and the two riders wound up sleeping in a rented diesel truck, parking it right outside the Maico factory gates.

"I had to go to this big party and get drunk with the Germans to get them to give me a bike."

The season began, the Maicos broke down and the two veteran stars of the sport had no choice but to pack up and go home.

"I thought that was it," Semics recalls. "I didn't even get on a motorcycle for a couple of months, but then I went trail riding and decided that I would give it one more shot, only this time I was going to do it my way. I would buy my own bikes and a van and hire a mechanic.

"I went back to Europe - and it was like I was jinxed. I was out $20,000 of my own money and couldn't even finish a race. I couldn't pay my mechanic. I remember leaving Yugoslavia after the Grand Prix. We literally came to a fork in the road, one way would take us to the next race and the other would steer us back to Belgium, where we were based."

Quitting is a tough decision for a racer, but on that night something took that truck back to Belgium. And Gary Semics officially retired.

Today, about 400 students a year make their way through the Gary Semics School of Motocross. He is in the process of franchising the business, training other riders to teach his methods. And he recently finished production on his fifth motocross instruction video. A generation of MXers who were too young to have seen him ride know him as the man who helped Honda's Jeremy McGrath find the extra surge and physical strength to win his first-ever 250cc National Championship in 1995.

"I told Jeremy that he wouldn't always have this opportunity," Semics says. "Someday, all you will have is the chance to look back on your career, so now is the time to get it done. Guys like Marty Tripes and Ron Lechien let that time go. And in some ways, I wish I would've had a coach to help me out.

"After Jeremy grasped that, the rest was easy," he says. "I helped him set up a plan which combined cardiovascular and weight circuit training. Lifting to get strong is one thing; weights to help you race motocross is something entirely different."

With the MX schools and his video series, Gary Semics is playing an important role in the lives of future stars of the sport. Unfortunately, the big family of motocross past has drifted apart over the years. People who were once as close as brothers - sharing pain, glory and rental car rides - are now too busy to share even the same phone line.

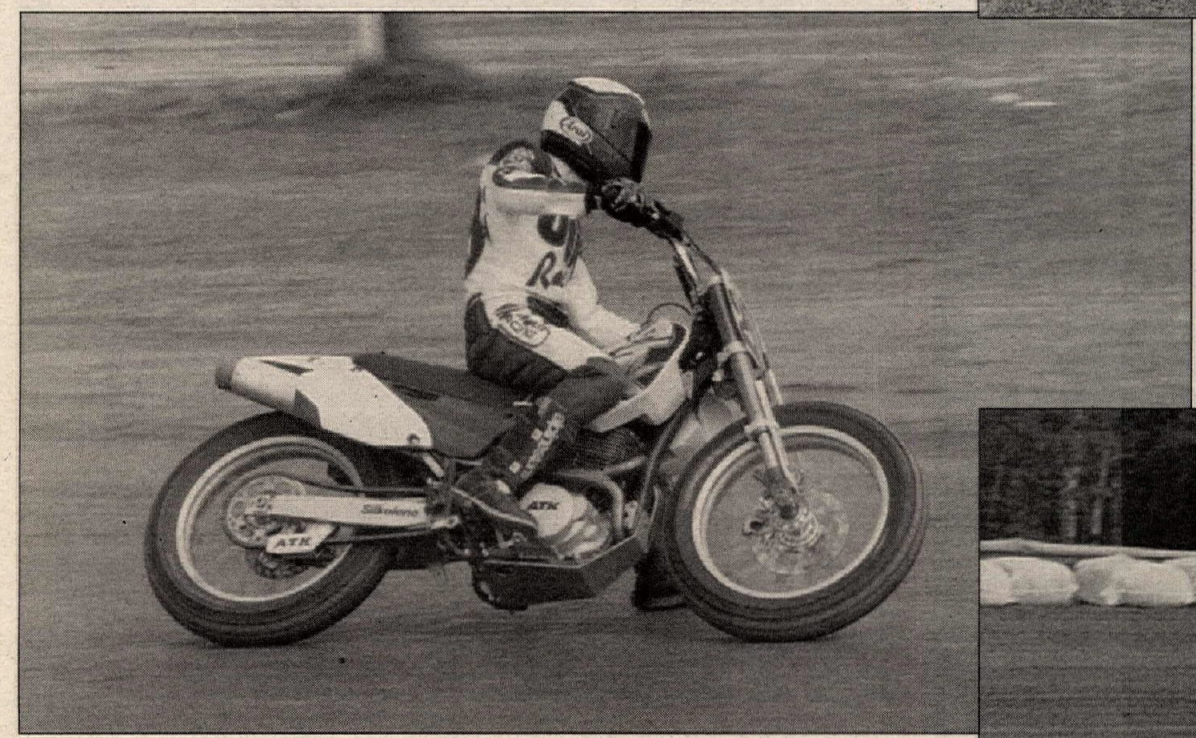
He does stay in touch with former Can-Am teammate Rich Eierstedt and, oh, he will occasionally run across Jimmy Weinert, his teammate with Kawasaki and CZ before that.

Weinert, racing's all-time greatest prankster, remembering that once even "The Jammer" was one-upped in off-track skullduggery, greets his old buddy with a big grin: "Dale Burton! How are ya doin'?" CN

TEST

1998 ATK 600MR

IT'S FOR REAL



(left) Dirt track veteran Terry Poovey rails the ATK 600MR prototype through a turn. The finicky Poovey gave the machine a favorable rating despite, and no surprises here, his feeling that it needed more power.

(Right) The machine's confidence-inspiring handling allowed even our amateur testers to run it into the turns hard. The motorcycle is extremely forgiving and an excellent learning tool.

(Left) Former Rookie of the Year Paul Morgan III commented that the bike needed a little more compression damping to keep it from squatting when accelerating off of the turns. Morgan praised the MR's brakes and front suspension.

Photos by Greg Mitchell and Dan Mahony

Sliders, stand up and take notice. The 1998 ATK 600MR dirt tracker is for real.

It *is not* the third coming of the faux flat track street bike which sports nothing more than dirt track styling and the name of a historical race track or the model designation letters of a legendary line of dominant, purpose-built dirt track V-twins (remember those?). Oh no. What we have here, friends, is an answer to the impassioned pleas of the steel-shoe set for an honest-to-God, rip-snortin' circle burner that can be purchased, ready to go, right off the showroom floor. All say hallelujah!

The story of its existence began when ATK engineers relished the idea of building an all-purpose motorcycle - not so much a dirt track-only motorcycle, but more a BSA Gold Star for the '90s. The Bountiful, Utah-based manufacturer already had the perfect powerplant for such a machine in the same venerable Rotax four-stroke single that powers the ATK 605CC and DS models. It's no secret that the Austrian-built thumper has already proven itself successful around the world as a competent motocross, dirt track and singles road racing engine. Harnessed in the proper chassis, ATK figured, the reliable and potent mill should be just what the doctor ordered.

But whereas the company had plenty of experience developing its linkageless rear suspension off-road frames, ATK realized, to its credit, that building a workable dirt track chassis would require the help of someone more familiar with the science of backing, rather than railing, a motorcycle through a turn. In early 1996, the company struck a development deal with the Michigan-based Total Control Racing team, the well-financed privateer squad for whom veteran racers Kevin Atherton and Will Davis finished second and third in the AMA Grand National Championship Series by the end of that year. TCR received its first prototype in November of '96, and after spinning countless laps with both Davis and Atherton aboard, suggested the necessary changes to ATK. The motorcycle you see here is the end result.

WHAT'S THE DEAL?

Before you go running down to your local ATK dealer and purchase a 605CC for conversion into a dirt tracker, you'd better listen up. Though the 600MR aesthetically mirrors the company's off-road line, the chassis is specific to the requirements placed upon it by the rigors of dirt track racing.

"Although this frame is constructed similarly, we didn't just pull one of our frames off the line to build this bike," says Phil Walker, chief engineer in research and design at ATK. "The geometry, the gusseting, all of it is designed with dirt track in mind."

The chassis is still based on ATK's "modified perimeter" theory, which features a single spar on the left side of the steering head and a single front down tube that bolts to the front of the engine. The engine itself is cradled by the frame, yet ATK elected not to tie the down tube and the engine cradle together, but rather to utilize the engine as a stressed member of the chassis in the interest of saving weight while not sacrificing rigidity.

As Walker suggests, the MR differs from its off-road and dual sport siblings in the geometry department. After consulting with TCR, the decision was made to build the prototype chassis with a steeper head angle, 25 degrees instead of the 27 found on the off-road bikes. Wheelbase is also significantly shorter, as the MR measures out to 57 inches, two inches less than the 59 inches found on the rest of the four-stroke line.

Suspension components are different as well. ATK shortened up, changed the internals and mounted one of its side-link WP rear shocks to the linkageless rear swingarm. Rear suspension travel is now six inches. Up front a pair of WP Roma dirt track forks take up residence in the triple clamps, providing seven inches of movement.

The rest of the motorcycle is typical ATK and, as such, uses many of the same high-quality components found on the rest of the model lineup. That

What the pros had to say

Terry Poovey, 10-time AMA Grand National winner and former factory Honda rider: This is the best motorcycle I've ever ridden as far as it's not a real dirt tracker that you're building, but rather something that you're trying to make work. It's trick. It's bad. I like the way that I can really slide up on the seat. If I'd had my handlebars on it I could have rode it even better. It doesn't have as much as torque or horsepower as my race bike. It needs just needs a little bit more. It didn't slide much, but I think that was the race track. There was so much rubber down. It would be really good on the ice, and the electric start, I like that a lot. There's nothing bad about it, and believe me, I'm the kind of guy who's real picky. For $8000 it would be a bargain for a guy to start off with. It's a real good piece.

Paul Morgan, 1995 AMA Grand National Rookie of the Year: It handles real good going into the corner. That's where it's pretty strong. You can run it off in there as deep as you want to, really. The left peg drags a little bit. Just moving the footpeg would be a real big help. And the shock feels real soft. It seems to be squatting when I come off the corner. The front suspension feels real good. If it had more motor, it would be really good. The brakes seemed to work pretty well. This bike would be a good starter for a 250 guy coming up. Later you could just do your motor, you'd already have the chassis. The electric start is the best part.

Josh Butler, Illinois-based Expert, Coziahr Harley-Davidson: It handles totally different from a DTX bike. I've ridden a lot of those. It's more similar to a regular race chassis. The look is the only thing that would make you think that it is a MXer. All you have to do to make it a short tracker is move that footpeg. That could be their best market.

quality is evidenced in such items as the Talon billet hubs, Brembo 263mm twin-piston front and 220mm single-piston rear brakes. Other innovative items such as the hand-fabricated aluminum airbox and billet triple clamps abound. Our test machine also featured Domino hand controls mounted to AFAM dirt track handlebars. The 19-inch front and rear Takasago Excel rims are shod with the same Goodyear DT tires used by the Grand National riders.

Like we said, the 598cc air-cooled SOHC Rotax is *de rigeur* in the world of 600cc dirt track racing. A good tuner can modify a race version of the powerplant to produce up to 70 horsepower, but in the interest of ultimate reliability, a stock version of the Rotax is housed in the MR chassis and utilizes the same wide-ratio transmission found in the rest of the family. Oh yes, that stock version also happens to feature something that you will not find on any other dirt track racer - electric start.

HOW'S THE RIDE?

In a word, surprising. Although it is equipped with a kick starter as a back-up, the starting drill on the MR is painfully easy. Simply rotate the handlebar-mounted choke lever, click the ignition switch to the "run" position and thumb the starter. The motor will fire up and then settle into a steady chug. After warming the machine for a brief period, you're ready to rock.

And rock we did as Grand National veteran and race promoter Steve Morehead invited us to flog the prototype version around the banked, grooved dirt half mile at Volusia County Speedway in Barberville, Florida, on the Tuesday of Camel Motorcycle Week. We hammered the machine all right, enlisting the help of several riders who we knew would push the MR harder than we could and thus discover any flaws that might be hiding. Our panel of testers included young, aggressive Experts in Josh Butler and 1995 AMA Grand National Rookie of the year Paul Morgan III as well as veteran and Texas dirt track legend Terry Poovey, who was obviously on top game that week if his performances at Daytona Municipal Stadium on Friday and Saturday are any indication. Poovey is also well known for being one of the most finicky riders in the world when it comes to bike setup.

But we took to the track first, and there the ATK made an instant fan out of us. Handling is first-rate. The machine's wheelbase provides an inherent stability at any speed and just flat makes the bike stick. Slides into the corner are extremely predictable, allowing the rider to constantly up the pace as he gets more comfortable. Once up to speed, the bike simply doesn't do anything stupid. Steering is precise. It won't push. It won't get loose. It just lets the rider drive it in as hard as he wants with the same result every time. We have never ridden a more confidence-inspiring dirt track machine, let alone one that is production-based. A DTXer it ain't.

Coming off the turns, the motor's seamless power production keeps the bike hooked up with the wheels in line. It never quit pulling down the straights although once we put more time on the machine, we would have liked to gear it just a bit tighter for Volusia, perhaps adding a tooth on the rear to help it snap of the corners a little better.

Braking, though a bit weak at first, seemed to improve as we put more laps on the MR. We have to admit that we never tried the front unit, because we were on a half mile and not a TT course, but having ridden other new ATK off-road models that were similarly equipped in recent weeks, we would surmise that the front units will do a good job of hauling the machine to a stop when called upon.

The WP suspension remained supple and composed all the way around the race track - even when negotiating the small ridges that had formed up on the low line through three and four as a result of the previous night's racing. Associate editor Scott Rousseau managed to hit the ripple once at speed and lose the front end for several feet. Upon slamming the throttle shut, the bike simply stood up but didn't swap, allowing him to get right back on the gas and keep on rolling. Such forgiveness should make the machine the ultimate learning tool.

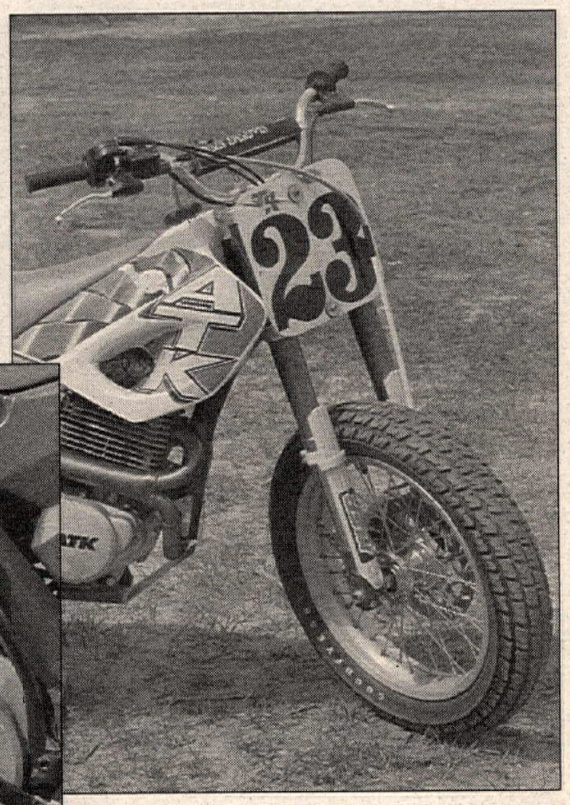
We reached our speed limit long before the ATK did, but in the process we discovered the one really annoying glitch that the production model has. As we continued to circulate at increasingly higher speed, we began to hear a rather unsettling scraping sound. As it turned out, we found that the left footpeg was digging into the ground, and while it wasn't really affecting the handling, the grating was annoying, and the one thing that needed to be changed. We changed it by simply removing the footpeg altogether, but we've since learned that ATK has addressed the situation by drilling a mounting hole in the frame where an accessory footpeg can be mounted back and up out of the way like on a regular dirt tracker. That would make the bike perfect.

Well, maybe not perfect for everyone. Though all of our top-level pros liked the machine, they all suggested that the stock motor was simply lacking the type of hard-hitting horsepower that they were used to, although they all did say that it would be perfect for anyone from the beginner to the advanced amateur.

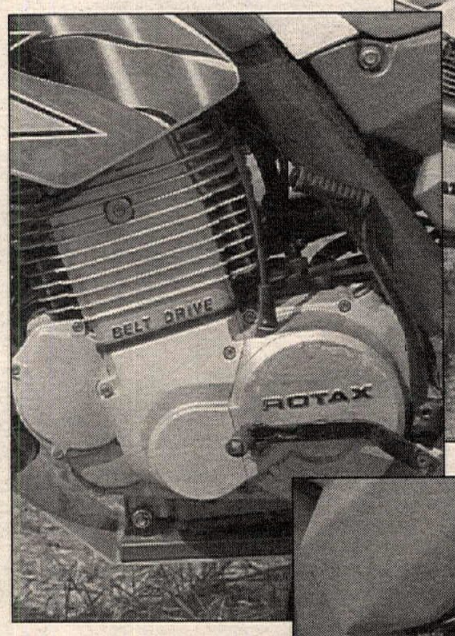
But that's the real beauty of the ATK 600MR. It allows you to grow. If down the road you should decide that more engine performance is what you're after, then adding bolt-ons or simply removing the engine and delivering it to any of the dirt-oriented tuners for treatment should be just what the doctor ordered. At least the chassis will already be done, and that's a damn sight more than can be said for the current "construction" method of obtaining a "real" dirt track racing motorcycle.

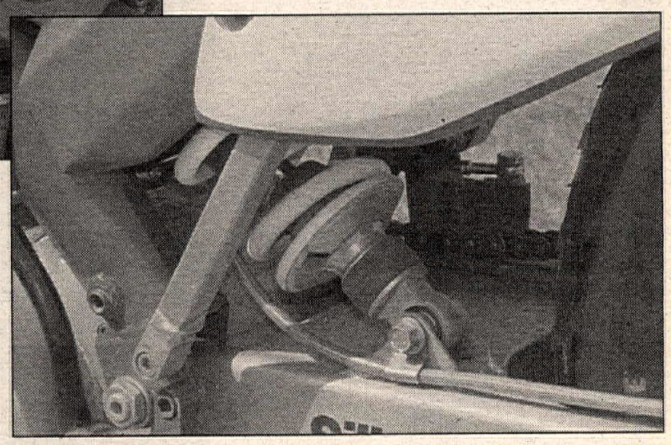
And though we only tested the machine on a dirt track, we should point out that the MR designation stands for Multi Racer, which means that if dirt track or TTs are not your thing, if perhaps you'd like to build a supermotard-style bike or if you just want to create a street tracker of your very own, the ATK could be what you're after. With a suggested retail price of $8495 for the kickstart model or $8995 for the electric start version, we think that if and when the ATK hits the showroom floor, a lot of folks will be after one. CN

(Left) ATK's unique single-sided perimeter frame design was utilized for the MR, but the chassis geometry is dirt track-specific.



(Right) All testers gave high marks to the ATK's WP Roma front suspension. Poovey even used the powerful 263mm twin-piston Brembo front brake to help bend the longish-feeling bike into the turns on the half mile. (Below) As usual, the Rotax motor does an excellent job of supplying power. Only Pro-Ams and Experts may want more than the stock unit provides.





(Right) The linkageless WP rear shock is a "sawed down," internally changed version of the same units found on the ATK off-road line and proved adequate for the MR.

(Left) Achilles heel: As delivered, the ATK drags the left-side footpeg, which is rather annoying. ATK has made provisions on the frame for an aftermarket peg, however.

1998 ATK 600MR

Specifications*

List price	$8495/$8995 (ES)
Displacement	598cc
Engine type	Air-cooled, SOHC, single-cylinder four-stroke
Bore x stroke	97.0mm x 81.0mm
Compression ratio	9.5:1
Carburetion	Mikuni 45mm
Ignition	Electronic, 190-watt lighting coil
Transmission	five-speed wide ratio
Starting system	Kick/Electric (ES)
Fuel capacity	3.6 gal.
Wheelbase	57.0 in.
Rake/Trail	25°/3.2 in.
Seat height	33.0 in.
Front tire	27.0 x 7.5-19 in. Goodyear
Rear tire	27.0 x 7.5-19 in. Goodyear
Front suspension	WP Roma/7.0 inches of wheel travel
Rear suspension	WP Side Link/6.0 inches of wheel travel
Front brake	Brembo twin-piston caliper w/ 263mm disc
Rear brake	Brembo single-piston caliper w/ 220mm disc
Final drive	Chain
Wet weight (no fuel)	260 lbs.

* Specifications subject to change

For more information, contact your local ATK dealer or 800/ATK-USA4.

Those other guys at Daytona aren't so bad. After all, they were behind us all the way.

PASCAL PICOTTE IS VICTORIOUS IN AMA 600 SUPERSPORT AT DAYTONA.

The competition was with us in Daytona, but only in spirit. Because Team Yoshimura Suzuki's Pascal Picotte used the awesome power of his GSX-R600 to snag the pole position and scorch the competition for the second time this year. The undefeated GSX-R600 blew away the crowd as it flat-out ruled the banks and torched the straightaways. Teammate Aaron Yates also piloted his GSX-R600 to a spot on the podium for the second time in 1997 by taking third place.

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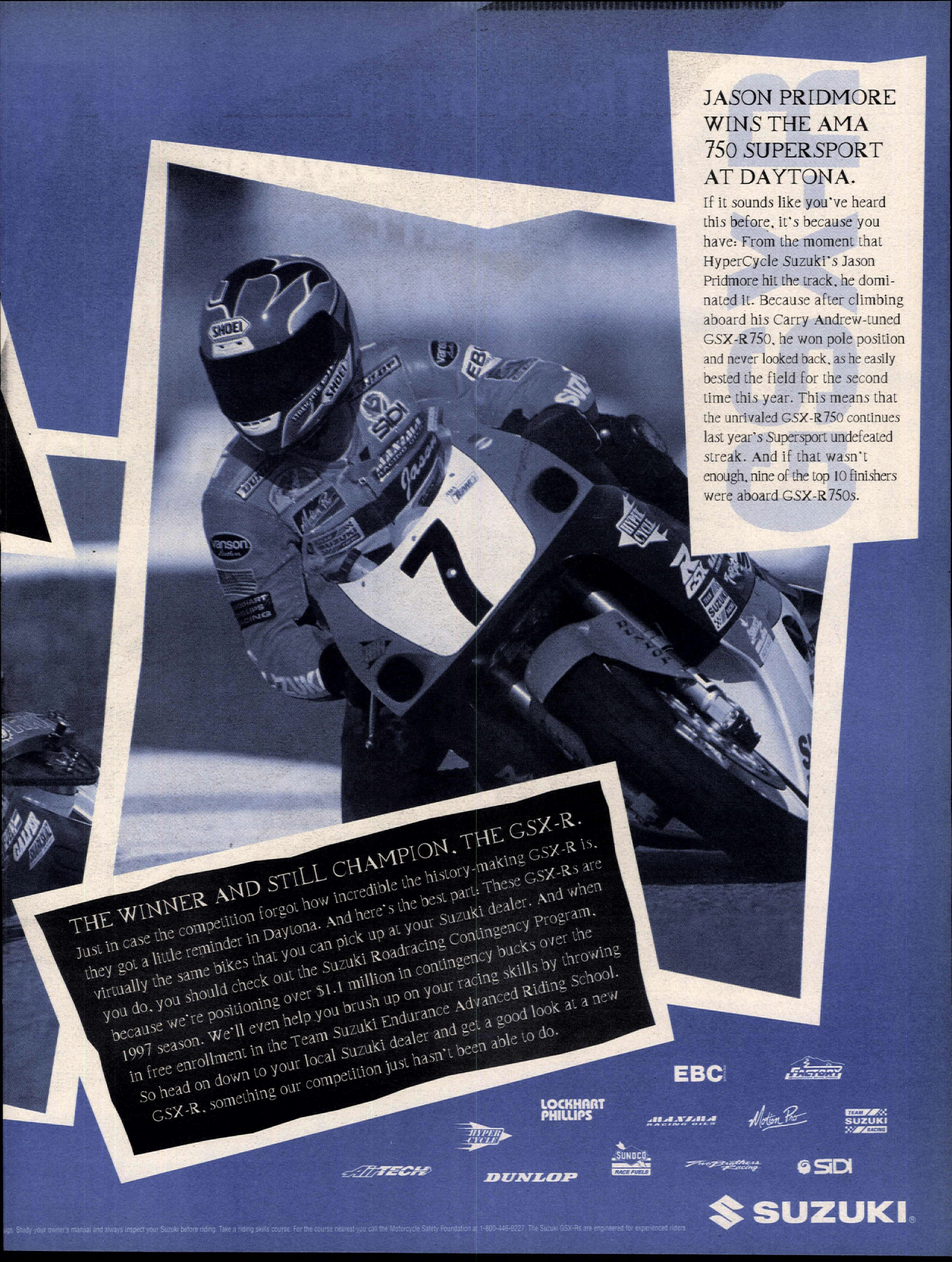
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World Indoor Trials Series, Round 7: Helsinki, Finland

Colomer inches ahead

(Left) Spaniard Marc Colomer won the Finnish round of the World Indoor Trials Series over rival Doug Lampkin. Colomer now leads Lampkin in the point standings, 127-121. (Right) Two-time World Trials Champ Mick Andrews rode the second round of the AHRMA/Speed & Sport National Trials Seies in Ocala, Florida, and carded a nine for the day on his 1960 BSA 500.

By John Dickinson

HELSINKI, FINLAND, MAR. 7

The battle between Montesa's Marc Colomer and Beta's Doug Lampkin to be recognized as the first-ever World Indoor Trials Champ continued unabated in Helsinki, Finland, last week with the Spaniard Colomer again getting the verdict over Britain's number-one rider Lampkin - but only just.

The Helsinki event can probably best be judged by none other than Lampkin's dad and assistant at the trial Martin Lampkin. "I said at the end of the event that it was an absolute privilege to witness two riders performing at their peak. They were both absolutely fantastic and I congratulated Marc on his win."

The trial, staged in the Ice Hall at Helsinki, held the 3500 spectators spellbound all evening as Colomer and Lampkin pulled out all the stops in this seventh event of the 10-round series. Finland, just like Britain, promotes just one round of the championship and also like Britain, the Helsinki event was hailed as a superb indoor trial with very technical but possible sections.

The event consisted of six sections plus the spectators' favorite, the high jump, and one race. Just seven riders contested the event as French ace Bruno Camozzi failed to show up and left the organizers one rider short. The two wild-card entries had been given to local riders Joa Hindren, a popular regular on the World Championship circuit, and Swedish newcomer, Anders Haglund. Jordi Tarres is of course not competing outside of Spain and there was no ride again for Steve Colley.

The Finnish sections (like the Sheffield round) were all constructed from different raw materials and offered a much better variety than the predictable all-steel Spanish-round hazards. The opener was constructed from balks of timber, the second from waste dumpsters and fork-lift trucks. Subs three and five were giant cable drums with section four being the easiest of the night, a series of jumps between four big boxes. The sixth was over concrete drainage pipes, very similar to the difficult section which has been featured twice at Sheffield.

Working down the starting order it was no surprise that newcomer Haglund finished last, losing 36 marks in the opening lap, but it was a big surprise that Amos Bilbao was a disappointing next-to-last. Bilbao, third in the series after some excellent podium finishes, opted to fly to Finland from Spain and borrow a bike. As often happens to Bilbao when he takes this option, he had a very bad ride.

There was little to choose between Joa Hindren and Brit Graham Jarvis. Hindren is not an indoor specialist while Jarvis has currently been in dreadful form. Prior to the Helsinki event, the Scorpa rider had fived all the sections and finished dead last in his last two indoors. The more technical sections suited his style better and the four-section playoff to decide who would be the fourth rider in the final (just three were seeded automatically after the first lap) went Jarvis' way, giving his battered confidence a much-needed boost.

Ahvala, not having the best of seasons on the indoor circuit himself, suffering no end of problems with his development-model Fantic, was obviously saving his big effort for the home fans, and his third place, although a long way behind Lampkin and Colomer, was his best effort of the championship campaign.

Colomer and Lampkin had the crowd enthralled, and although Colomer just had the edge after an all-action opening lap, losing eight to Lampkin's nine, it could have gone either way. The one mark difference was for Colomer just winning the race, and the final was still to come.

The opening section stopped all four qualifiers as one big step proved just too much. Lampkin was unbelievably close to conquering it, getting the Beta sump-plate on top of the step, but it was a metal-to-metal contact. Although he had his toes scrabbling for grip, the Techno agonizingly slid backward for another five.

It was agonizingly close, and both riders lost just one more mark on each of the remaining five observed sections after their opening fives. Lampkin took his dab on the cable reels of the fifth section but thought he had the event cracked by taking a superb clean on the concrete pipes after needing a hard-worked three in the heat. Amazingly, with the pressure piled high and the crowd on the edge of their seats, Colomer brilliantly raised his game to match Lampkin's clean ride and they were level on six marks apiece.

Then, just like in Andorra, Lampkin made a mess of the high jump, knocking three poles down. Colomer grabbed his opportunity with both hands to soar over the four poles with immaculate technique. Although Lampkin ran away with the race the damage was done, and Colomer knew that the 20 points were in the bag. Colomer took the win over Lampkin, while Jarvis edged out Ahvala for third place.

So after seven rounds, Colomer has squeaked out a six-point lead over arch-rival Lampkin, but with an FIM decision still to be made over whether or not the points from Andorra are to be axed after Lampkin protested over the legality of

the qualification structure, it is all finely balanced. If the Andorra points are booted out, Lampkin would gain a one-point championship lead with just three rounds to go.

Ice Hall
Helsinki, Finland
Results: March 7, 1997 (Round 7 of 10)

FIRST LAP: 1. Marc Colomer (Mon) 8; 2. Doug Lampkin (Bet) 9; 3. Tommi Ahvala (Fan) 17; 4. Graham Jarvis (Sco) 18; 5. Joachin Hundren (G-G) 22; 6. Amos Bilbao (G-G) 22; 7. Anders Haglund (G-G) 36.
FINAL: 1. Marc Colomer 7; 2. Doug Lampkin 9; 3. Graham Jarvis 20; 4. Tommi Ahvala 27.
PROVISIONAL INDOOR WORLD TRIALS SERIES POINT STANDINGS (After 7 of 10 rounds): 1. Marc Colomer (127); 2. Doug Lampkin (121); . Amos Bilbao (98); 4. Tommi Ahvala (93); 5. Graham Jarvis (69); 6. Bruno Camozzi (68); 7. Steve Colley (41); 9. Jordi Tarres (25).

Upcoming Rounds:
Round 8 - Madrid, Spain, March 14
Round 9 - Paris/Bercy, France, March 15

AHRMA/Speed & Sport National Trials Series, Round 2

Andrews comes clean

By Matt Benson

OCALA, FL, MARCH 6

Mick Andrews won his two world trials titles in the era of the lightweight two-stroke, riding an Ossa. But at Ocala he showed he is equally capable on a big four-stroke, as he lost just nine marks for the day at the controls of a 1960 BSA 500.

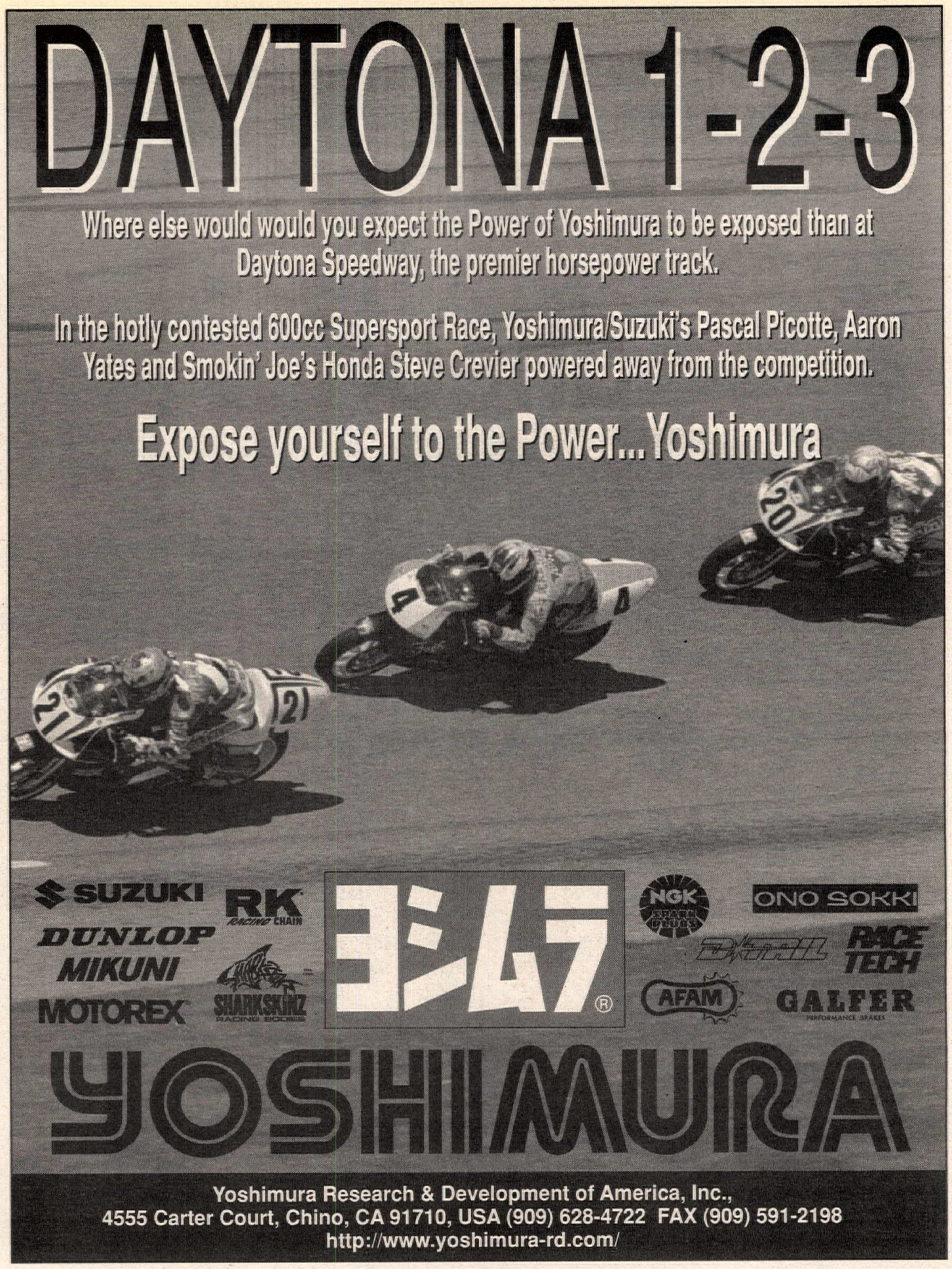
What made the Brit's ride even more remarkable was that he chose to use the same line that was assigned to the best riders on AHRMA's newest trials machines - Bultaco Sherpa Ts, Montesa Cotas, Yamaha TYs and, yes, even Ossa Mick Andrews Replicas, from the mid- to late 1970s - rather than the slightly easier line designated for Premier Heavyweights like the BSA Alloy Clipper Andrews was riding. Had Andrews been entered in Modern Classic Expert with that newer Spanish and Japanese iron, his score of nine would have been good for a solid second place.

Bob Ginder and crew laid out eight wooded sections full of round, rolly rocks, loose leaves and short, steep climbs. The 50 entrants rode each section three times in temperatures in the mid-80s.

Wherever Andrews was, there was a sizable clump of spectators marveling at just how smoothly he could ride the BSA, on loan from dirt-riding legend Barry Higgins. Unlike other AHRMA competitors (but very much like another Bike Week guest of a couple years back, trials great Sammy Miller), Andrews would carefully manicure his intended route through each section, moving rocks and brushing away leaves and sticks with his feet.

Andrews dabbed just once in each of the first two loops, then lost seven marks the third time around - no doubt attributable to the heat, humidity and hard work of muscling the big Beezer through obstacles intended for far more nimble machinery.

Had Andrews ridden in his class, he would have been up against an excellent ride by series sponsor Matt Hilgenberg. The Californian lost only three marks in



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the first loop on his '57 Ariel 500, then rode clean the rest of the day.

Ginder, AHRMA's national trials coordinator, won the Premier Lightweight Expert class, losing three points on his '67 Greeves two-stroke to the five points logged by Dave Mankey on a '62 BSA B40. In the Premier Lightweight Novice division, Randolph Stoike rode an error-free trial on a '66 BSA.

Two other riders turned in perfect scores for the day - Larry Nordman and Duwayne Connolly, both on Bultaco 250s in Modern Classic Novice. In such a situation, the win goes to the older rider, and so the victory was Nordman's.

The Modern Classic Expert winner by a big margin was Bill Blythe, who dabbed once on the first loop and took three on the second lap on his '70 Bultaco Sherpa T 250.

AHRMA/Speed & Sport National Trial
Ocala, Florida
Results: March 6, 1997 (Round 2 of 15)

PREM H/W EX: 1. Matt Hilgenberg (Ari), 3 pts.
PREM H/W NOV: 1. Beno Rodi (Mat), 1; 2. Roger Annable (Mat), 5; 3. Marsh Runyon (BSA), 25; 4. Martin Dunleavy (RE).
PREM H/W BEG: 1. Marty Scott (RE).
PREM L/W EX: 1. Bob Ginder (Gre), 3; 2. Dave Mankey (BSA), 5.
PREM L/W INT: 1. Eric Pritchard (Tri), 22; 2. David Tucker (BSA), 47; 3. Kurt Baue (Tri), 48; 4. Tom Boyd (BSA), 62.
PREM LWT NOV: 1. Randolph Stoike (BSA), 0; 2. Lee Cowie (Gre), 14.
CLSC INT: 1. Richie Baulch (Was), 16; 2. Mike Parsey (Gre), 25; 3. Steve Tucker (BSA), 47.
CLSC NOV: 1. Keith Wynn (Pen), 11; 2. Laura Bussing (GRM), 15.
MOD CLSC EX: 1. Bill Blythe (Bul), 4; 2. Scott Beattie (Yam); 3. Peter Slesser (Mon), 18; 4. Charlie Roberts (Yam), 19.
MOD CLSC INT: 1. James Smith (Hon), 10; 2. Robert Arnold (Mon), 36; 3. Karl Heise (Hon), 48; 4. Sam Blanton (Yam), 52; 5. John Albanese (Hon), 61.
MOD CLSC NOV: 1. Larry Nordman (Bul),0; 2. Duwayne Connolly (Bul), 0; 3. Ian Kerr (Yam), 1; 4. Ron Easton (Yam), 6; 5. Jack Weaver (Bul), 7.

CMC West Coast Arenacross Challenge

Lewis gasses up Arco AX

By John Silva

SACRAMENTO, CA, FEB. 28-MAR. 1

Suzuki of Japan's Kyle Lewis made a "gas stop" at the On Trac Events CMC West Coast Arenacross Challenge held in Sacramento, California, and came away from the Arco Arena with the lion's share of the $10,000 Pro purse. Lewis swept the Pro classes on both nights of racing, scoring both 125cc and 250cc wins on his Good Times/Bridgestone/Thor-backed machines.

FRIDAY

Rusty Holland won the night's first heat for 125s, transferring directly to the main along with the second-place Lewis. Chris Wheeler and Dean Matson also went straight to the main after going one-two in their heat.

Brad Hagseth, Ray Crumb and Terrance Malan made the main from semi one; Eric Schnell, Tyler Evans and Scott Davis transferred from semi two. Making the main via the Last Chance Qualifier were Lex Malan and Justin Quinn.

Matson holeshot the 125cc main on his Suzuki, trailed by Lewis, Holland, Wheeler, Malan and the rest. Malan crashed on the first lap and his Suzuki

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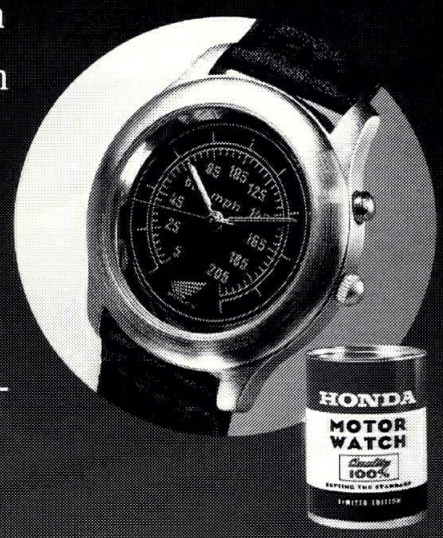

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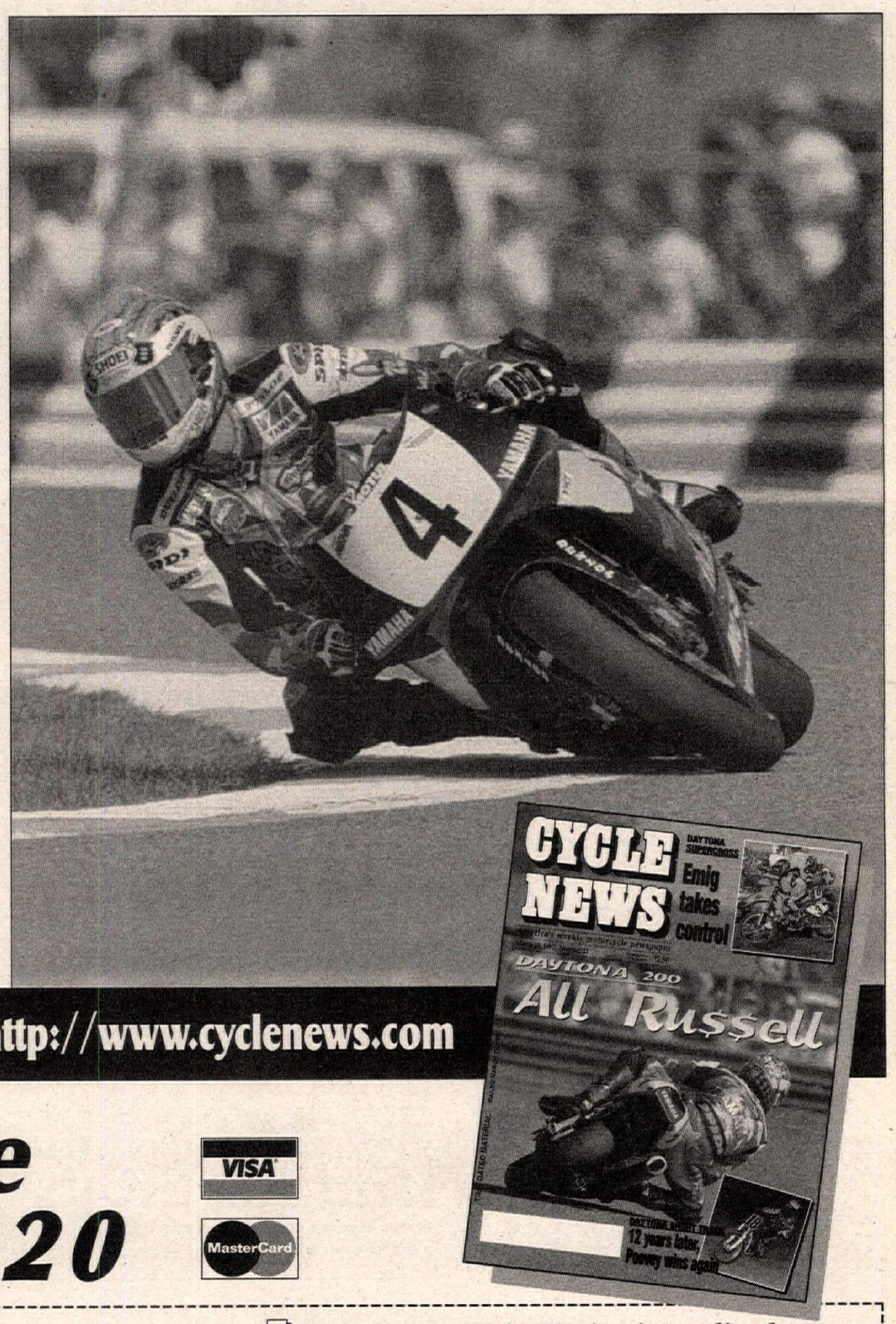

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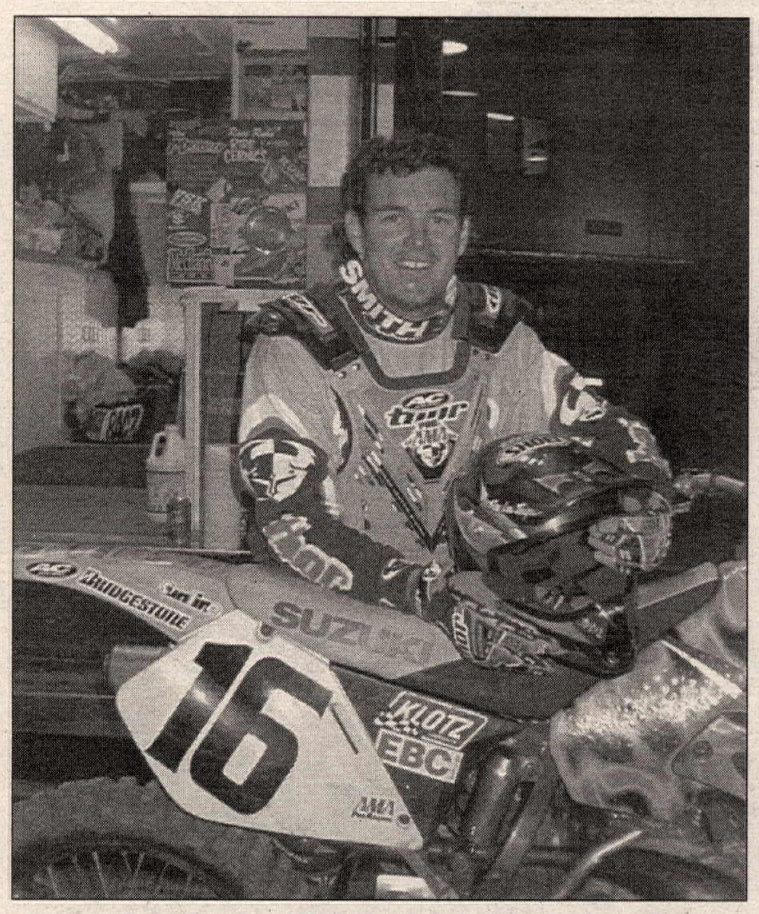
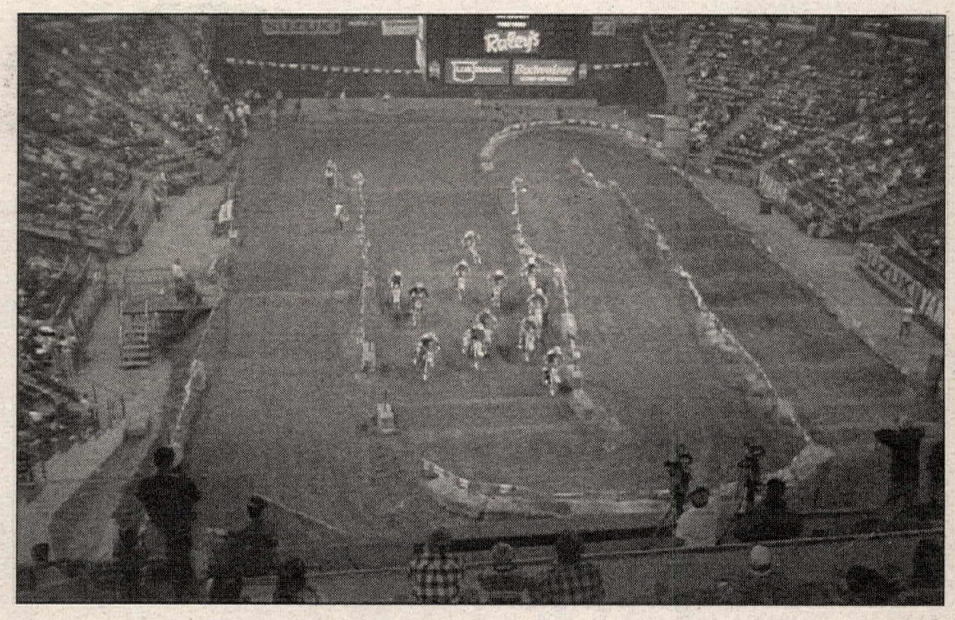


(Left) Team Suzuki of Japan's Kyle Lewis won both the 125 and 250cc classes on both nights at the CMC West Coast Arenacross Challenge in Sacramento, California. (Right) Racing action gets under way in the Arco Arena in Sacramento, California, during the CMC West Coast Arenacros Challenge.



Jeff Fredette (13) was the big money winner in ice racing action at Lambs Farm in Libertyville, Illinois.

blocked the track, slowing all who were trapped behind him. Meanwhile, out front, Lewis was putting a pass on Matson to take the lead as Holland raced a couple of seconds back in third.

As the race progressed, Lewis pulled away with Matson circling in second. Holland suddenly found himself busy defending third from Wheeler as Crumb also closed in, tightening up the race from fifth place. As Holland and Wheeler battled bar to bar in several turns during the following laps, Holland held firm. At the finish of 15 laps, it was Lewis first, followed by Matson, Holland, Wheeler and Crumb.

In the 250cc division, Davis may have had the toughest route to the main, making it only after an epic battle with Evans in semi two, during which he swapped the lead with Evans several times before finally taking the win.

In the 250cc main, Matson holeshot once again, shadowed by Lewis. Holland, Wheeler, Crumb, Hagseth, Evans and Jake Windham raced close behind.

Matson and Lewis traded glances as they flew side by side over the finish-line triple, then traded paint as Lewis made a challenge around the next turn, but Matson held his ground. Trailing by only seconds were Holland, Wheeler and Crumb. Further back, Hagseth, Windham, Davis and Shaun Wooten continued to battle after Evans retired following a spill.

Matson was the next to sample soil, going down in a crumpled heap. Lewis roosted away as Matson was slow to get to his feet. Matson was shaken up in the fall and called it a night.

Holland suddenly was all alone in second, while a distance back Wheeler and Crumb diced for third, followed by Hagseth, Windham and Davis. Windham and Davis tangled, sending both riders down. Davis was quick to restart and get back up to speed, but Windham, nursing an injured shoulder, couldn't resume the pace and eventually called it quits.

Next to fall was Wheeler, who threw it away on a jump, allowing Crumb and Davis to slip by. At this point, Lewis was building his lead over second-place Holland, with Crumb a solid third as these leaders all continued to put distance between themselves and the pack.

On the closing laps, Wheeler reeled in and repassed Davis, while Lewis roosted on to take the checkered flag by 10 seconds over Holland and Crumb.

SATURDAY

A number of visiting Japanese racers attempted to make the main Saturday, including 125cc hopefuls Hiro Suzuki and Hisashi Satch and 250cc rider Ryu Yamada. Only Yamada was able to make the main via the LCQ.

Holland holeshot the 125cc main, with Evans, Lewis, Crumb and Davis second through fifth. Evans fell victim to an advancing Lewis before crashing in a hairpin turn, causing a big pileup that claimed Wheeler, David Evilsizer and Malan, while Crumb, Davis and Hagseth were among the racers getting through the mishap unscathed. Evans ended up at the bottom of the dog pile and was unable to continue, but Davis capitalized on the mayhem to overtake Crumb and capture third place.

Lewis closed in on Holland and nearly landed on top of the leader after flying off the triple-jump. Holland gave way to the charging Lewis through the next turn in a move best described as capitulation. Once out front, Lewis was unchallenged by Holland, who held position several seconds back. The order remained steady as the race wound down, and at the finish it was Lewis by seven seconds over Holland.

Lewis immediately assumed the lead as the 250cc main got under way, with Windham, Crumb, Davis and Hagseth in tow. Windham lost second to Crumb after getting out of shape exiting the rockers, but the momentum allowed the lead trio to put distance on the pack. Meanwhile, Holland's chance for the win came to a crashing end when he endoed hard under the press box. Holland remounted and continued at a subdued pace to eventually finish seventh.

The following laps saw Davis and Windham dice for third in yet another frantic battle. Davis closed to Windham's fender, but bobbled, allowing Windham to squirt away and a waiting Hagseth to get by. Davis regrouped quickly but still lost another position to a rapidly advancing Wheeler, who steamrolled on past Hagseth as well. Davis, seeing an opportunity, also set up Hagseth and blew by him with a well-timed move.

In the closing moments of the race, Wheeler continued to advance on Windham, who offered little resistance when Wheeler challenged for third. Wheeler roosted past as Windham moved in to fourth place behind him. This passivity was noticed by Davis, who appeared to catch a second wind while trying to reel in Windham.

The checkered flag appeared for Lewis, who crossed the line first to take the win, followed by Crumb and Wheeler, but all eyes were on Davis, who had erased all of Windham's slim lead and was now threatening to pass. As the racers entered the final turn, Windham and Davis were literally bar to bar, and neither gave an inch as they sailed over the finish-line jump. In a true photo finish, officials declared Davis fourth by inches over Windham.

Arco Arena
Sacramento, California
Results: February 28-March 1, 1997

Friday

125 PRO: 1. Kyle Lewis (Suz); 2. Dean Matson (Suz); 3. Rusty Holland (Kaw); 4. Chris Wheeler (Suz); 5. Ray Crumb (Kaw); 6. Brad Hagseth (Yam); 7. Terrance Malan (Suz); 8. Scott Davis (Kaw); 9. Tyler Evans (Suz); 10. Justin Quinn (Yam).

250 PRO: 1. Kyle Lewis (Suz); 2. Rusty Holland (Kaw); 3. Ray Crumb (Kaw); 4. Chris Wheeler (Suz); 5. Scott Davis (Kaw); 6. Brad Hagseth (Yam); 7. Mark Easley (Yam); 8. Jon Ortner (Hon); 9. Shaun Wooten (Suz); 10. Jake Windham (Suz).

P/W: 1. Kyle Parino; 2. Aaron Makinen; 3. Beau Wiegand; 4. J.D. Moore; 5. Stenson Womack.

Saturday

125 PRO: 1. Kyle Lewis (Suz); 2. Rusty Holland (Kaw); 3. Scott Davis (Kaw); 4. Ray Crumb (Kaw); 5. Brad Hagseth (Yam); 7. Carter Gurnee (Yam); 8. Chris Wheeler (Suz); 9. David Evilsizer (Suz); 10. Danny Paladino (Yam).

250 PRO: 1. Kyle Lewis (Suz); 2. Ray Crumb (Kaw); 3. Chris Wheeler (Suz); 4. Scott Davis (Kaw); 5. Jake Windham (Suz); 6. Brad Hagseth (Yam); 7. Rusty Holland (Kaw); 8. Mark Easley (Yam); 9. Pat Foster (Suz); 10. Ryu Yamada (Suz).

P/W: 1. Kyle Parino; 2. Aaron Makinen; 3. Matthew Spencer; 4. J.D. Moore; 5. Stenson Womack.

JUMP CONTEST: 1. Jake Windham (Suz).

Fredette slaughters Lambs Ice TT

By Charlie Blackshirt
Photos by Mark Hickey

LIBERTYVILLE, IL, FEB. 8-9

Motorcycle has returned to Lambs Farm, with Jeff Fredette winning the majority of the $4000 purse provided by Bedding Expert.

Lambs was the site of the AMA Amateur National in 1983 and 1985. The last Midwest Championship Ice Race was held at Lambs in 1984.

George Mack of Race Face Promotions Inc., put the show together and over 3,700 fans showed up for this winter event. The $4000 purse attracted some of the fastest motorcycle ice racers in the USA.

Roy Nafzger led the charge in Saturday's 250cc Pro TT race. Rob McGee was the early runner-up, but Fredette began to make his move on the second lap. Fredette took the lead out of the fourth turn on his Fredette Racing Kawasaki. McGee powered by Nafzger on the third lap to take second. Mark Gruber of Zion, Illinois, took fourth.

The battle in the Open TT class was for third between Tim Farrell on his Illinois Harley-Davidson Husky and Michigan's Mike Babka on his four-stroke Honda. Fredette went on to pick up his second win. Babka moved up to battle with Roy Nafzger, but had to settle for third.

The sun came out for the Midwest Championship Ice Race on Sunday, With the temperature in the low 30s and a new track surface, it was a perfect day for ice racing.

Craig Pickett grabbed the 250cc Pro lead at the start. Fredette moved from a second-row start around Todd Blom. At the halfway point,

Fredette moved within striking distance of Pickett but came up a bike length short at the line. Todd Blom held off fellow Wisconsinite Roy Nafzger for third.

Tim Farrel sliced through the pack to lead the first lap of the Open Pro TT. Fredette moved ahead in the infield on the second lap, but Nafzger slipped into the lead as the front-runners entered the sweeping last turn. Fredette charged by Nafzger on the next go-around as Illinois Harley-Davidson's Farrell tried to move around Nafzger but came up short. Babka finished in the money in fourth with Mark Gruber in fifth.

Results

Saturday

50-75: 1. Greg Luther (KTM); 2. Shawn Meinke (Kaw); 3. Patrick Boyle (Act); 4. Nicholas DePree (Suz).

80: 1. Jesse Zanbon (Kaw); 2. Steve Murray (Hon); 3. Andy Zanbon (Suz); 4. Michael Wendrickes (Suz).

86-200: 1. Matt Ison (Yam); 2. David Bougie (Suz); 3. Al Lemoner (Kaw); 4. Richard Rozinski (Kaw).

250: 1. David Bougie (Suz); 2. Matt Ison (Yam); 3. Brian Frament (Suz); 4. Pokorny Miro (Kaw).

OPEN: 1. Matt Ison (Yam); 2. Don Herring (Rtx); 3. Michael Knabel (Yam); 4. David Nolinaro (Yam).

30+ VET: 1. George Mack (Rtx); 2. Bill Couvelis (Hon); 3. Rusty Leinonen (Kaw); 4. Frank Dunn (Kaw).

40+ SR: 1. Dan Schmitt (Rtx); 2. Rich Waldbuesser (Yam); 3. Glann Salpaka (Rtx); 4. Al Blum (Hon).

125 TT: 1. Michael Knabel (Kaw); 2. Richard Woodman (Yam); 3. Mike Wendrickes (Suz); 4. Al Blum (Hon).

250 TT 1. Pokorny Miro (Kaw); 2. Dan Schmitt (Yam); 3. Loyd Geib (Suz); 4. Bill Couvelis (Hon).

250 PRO TT: 1. Jeff Fredette (Kaw); 2. Rob McGee (Kaw); 3. Roy Nafzger (Hon); 4. Mark Gruber (Hon).

OPEN PRO TT: 1. Jeff Fredette (Kaw); 2. Roy Nafzger (Hon); 3. Mike Babka Jr. (Hon); 4. Tim Farrell (Hus).

250 PRO: 1. Craig Pickett (Kaw); 2. Jeff Fredette (Kaw); 3. John Dillenburg (Yam); 4. Tom Luther (Yam).

OPEN PRO: 1. Craig Pickett (Rtx); 2. Jeff Fredette (Kaw); 3. Tim Farrell (Rtx); 4. Roy Nafzger (Hon).

Sunday

50-75: 1. Greg Luther (KTM); 2. Shawn Meinke (Kaw); 3. Erik Boyle (Yam); 4. Patrick Boyle (Act).

80: 1. Steve Murray (Hon); 2. Mike Wendrickes (Suz); 3. Daniel Biddle (Suz); 4. Justin Meinke (Yam).

86-200: 1. Alan Leinonen (Kaw); 2. Richard Rozinski (Kaw); 3. Mike Friberg (Hus); 4. Michael Knabel (Kaw).

250: 1. Mark Diesi (Hon); 2. Gregory Shreve (Kaw); 3. Frank Dunn (Kaw); 4. Danny Schmitt Jr. (Yam).

OPEN: 1. Mark Diesi (Kaw); 2. Mark Hanson (Yam); 3. Michael Knabel (Kaw); 4. Don Herring (Rtx).

30+ VET: 1. George Mack (Rtx); 2. Rick Holder (Hon); 3. Bill Couvelis (Hon); 4. Rich Rozinski (Kaw).

40+ SR: 1. Jerry Westhouse (Hus); 2. Don Herring (Rtx); 3. Dan Schmitt (Rtx); 4. Rich Waldbuesser (Yam).

125 TT: 1. Michael Knabel (Kaw); 2. Richard Woodman (Yam); 3. Mike Wandrickes (Suz); 4. Joey Anbrosini (Kaw).

250 TT: 1. Bill Couvelis (Hon); 2. Lloyd Geib (Suz); 3. Dan Schmitt (Yam); 4. Frank Dunn (Kaw).

OPEN TT: 1. Mike Friberg (Hus); 2. Michael Knabel (Kaw); 3. David Allen (Yam); 4. Al Kovach (Yam).

250 PRO TT: 1. Jeff Fredette (Kaw); 2. Rob McKee (Kaw); 3. Roy Nafzger (Hon); 4. Mike Babka Jr. (KTM).

250 PRO: 1. Craig Pickett (Kaw); 2. Jeff Fredette (Kaw); 3. Todd Blom (Yam); 4. Roy Nafzger (Hon).

OPEN PRO TT: 1. Jeff Fredette (Kaw); 2. Roy Nafzger (Hon); 3. Tim Farrell (H-D); 4. Mike Babka Jr. (Hon).

OPEN PRO: 1. Craig Pickett (Rtx); 2. Tim Farrell (Rtx); 3. Jeff Fredette (Kaw); 4. Frank Kaiser (Rtx).

Steinle floats to top at Lake Superior Ice Race

By C. Makynen

SUPERIOR, WI, MAR. 9

Scott Steinle ran away with two class wins and a pair of Lake Superior Ice Racing Series titles during round two of the Northland Motorcycle Riders Association's inaugural series.

The event took place on a melting TT track at Barker's Island, where Steinle kept his head and machine above water and hooked up for wins in both the Pro and Amateur Open classes, and finished fourth in the Vet class.

Both of Steinle's wins came with daring moves in the final moments of each race, and in both cases he bolted to first place with an aggressive charge down the back side of the track, braking deep into the long final left-hand turn. Cutting up the inside of John Larson in the Pro Open class, Steinle slipped into the lead and held on for the 10 seconds it took to reach the finish line. He performed a similar maneuver in the Amateur Open class two laps from the finish, this time bypassing Honda riders Marcus Bauer and Mark Deal.

The toughest competition of the day came in the Vet class, and was prefaced by much bragging in the pits which developed into exciting action on the rapidly deteriorating track.

Steinle might have completed a hat trick had he not been outperformed in the fierce Vet class by brothers Jay and Joe Tromburg and Honda racer Deal. Jeff Berg of Superior set the pace for the pack, but after proving he still has what it takes, Berg disqualified himself for using a different machine than he had qualified on. A puddle in turn one started out slushy and turned into a river as the day wore on. Most racers swung wide to avoid the extinguishing splash of the rising pond, while others took the straight-through approach with varying success. The very fast John Larson of Larson's Cycle in Cambridge led for two laps then took the deep line

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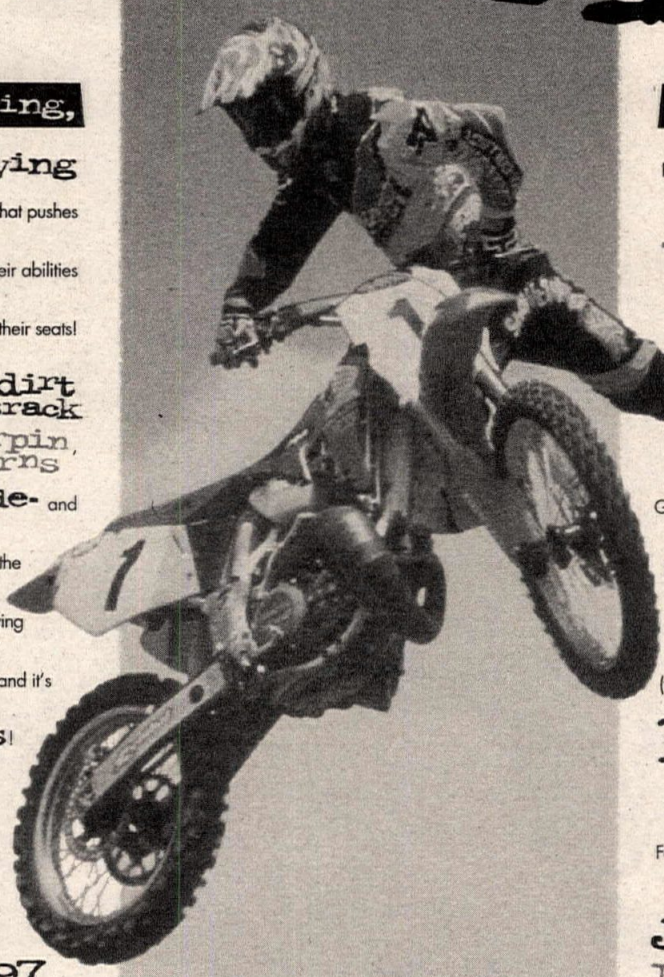

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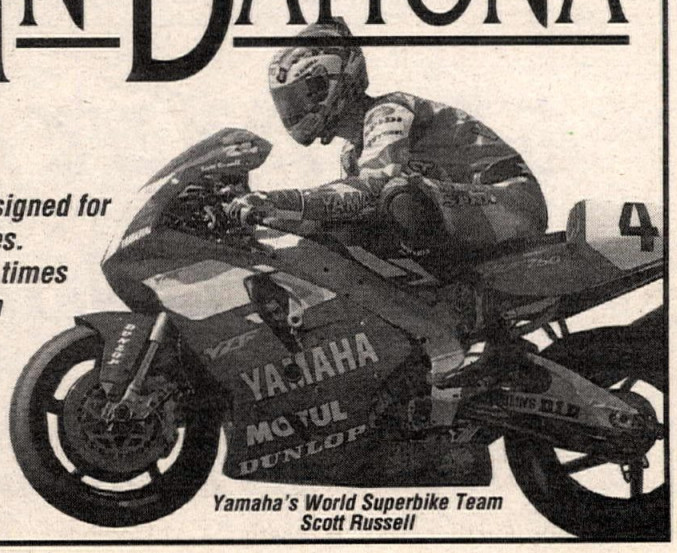

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and got soaked and stationary, leaving the door open for the battle of the brothers Tromburg. At the finish line, Larson's teammate Deal found himself sandwiched between winner Joe Tromburg and Jay Tromburg.

Results

MINI MICRO: 1. Bud Gassert (Cob); 2. Mike Malachesen (KTM).

MINI 60: 1. Shawn Burr (Kaw).

MINI 80: 1. Sed Ahlers.

PRO OPEN: 1. Scott Steinle (Hon); 2. Jeff Berg (Kaw); 3. John Larson (Hon); 4. Mark Deal (Hon); 5. Luke Wiitala (Suz).

BEG 250: 1. Chuck Chesler (Hon); 2. Randy Kwapick (Yam); 3. Troy Buffington (Hon); 4. John Forrest (Hon); 5. Willy Broten (Kaw).

BEG OPEN: 1. Harold Engberg (Hon); 2. Chuck Chesler (Hon); 3. Ken Wallgren (Kaw); 4. Jim Pierson (Hon); 5. Troy Buffington (Hon).

AM 200: 1. Randy Kwapick (Yam); 2. John Forrest (Hon).

AM 250: 1. Luke Wiitala (Suz); 2. Jason Larson (Hon); 3. Jerry Linvall.

AM OPEN: 1. Scott Steinle (Hon); 2. Marcus Bauer (Hon); 3. Mark Deal (Hon); 4. Jay Tromburg (Yam); 5. Joe Tromburg (Hon).

30+: 1. Joe Tromburg (Hon); 2. Mark Deal (Hon); 3. Jay Tromburg (Yam); 4. Scott Steinle (Hon); 5. Jerry Linvall.

38+: 1. Mick Erickson (Hon); 2. Steve Ahlers (Kaw); 3. Joe Brown (Hon); 4. Rich Wiitala (Suz).

Final standings

MINI MICRO: 1. Bud Gassert (Cob).

MINI 60: 1. Shawn Burr (Kaw).

MINI 80: 1. Sed Ahlers.

BEG 250: 1. Chuck Chesler (Hon)

BEG OPEN: 1. Chuck Chesler (Hon).

AM 200: 1. Randy Kwapick (Yam).

AM 250: 1. Luke Wiitala (Suz).

AM OPEN: 1. Scott Steinle (Hon).

30+: 1. Scott Steinle (Hon).

38+: 1. Steve Ahlers (Kaw).

Ingrande sweeps Barona Oaks MX

By Homer Eubanks

RAMONA, CA, MAR. 2

Angelo Ingrande rode home the big winner at the Barona Oaks California Mini Motorcycle Club motocross season opener by winning both the 125 and 250cc Pro classes in Ramona, California, March 2. Barona Oaks Raceway began its 24th consecutive year of motocross action with 182 riders signed up in 32 separate classes.

Jesus Camillas was also a repeat winner and went home the big winner in both the Supermini and 80cc Expert classes. A newly formed Women's class was won by Jennifer Nelson.

Ryan Beat proved he was the one to beat in the 60 and 80cc Stock 9- to 11-year-old classes. Clinton Pierce won the first 80cc Stock (9-11) moto with Beat following. In the next moto the positions got turned around with Beat taking the overall win.

In the 125cc 16- to 21-year-old action Shawn Ellis left the competition in his dust in race one but didn't make the second moto. Manny Arias had finished second in round one ahead of Michael Fox. In moto two Fox took advantage of Ellis absence and stole the lime- light from Arias early on. Arias trailed Matt Williams across the finish line for third butt earned second for the day.

It was anyone's race in the Old Pharts B 35- to 39-year-old class. In the first moto George Speck jumped off the line first with Bill Keefe holding second. Keefe dogged Speck throughout the moto but had to settle for second. Keefe learned a lot from moto one, jumped out early in the second round and took the overall win. This time out it was Speck doing the trailing, having to settle for second on the day.

Cody Seevers took back-to-back wins in the Pee Wee First Timers class. Second place went to Christopher Lounsbury with a 3-2 day.

Results

INTRO TO MX A: 1. Travis Ramsey (Yam); 2. Gavilan McFarland (Suz); 3. Ryan Landstrom (Hon); 4. Jeff Vaugh (Hon); 5. Johnny Adams (Yam).

INTRO TO MX B: 1. Kyle Adams (Kaw); 2. Chris Adams (Hon); 3. Joe Virgilio (Yam); 4. Trent Lewis (Yam); 5. Justin Noble (Yam).

P/W F/T: 1. Cody Seevers (Yam); 2. Christopher Lounsbury (Yam); 3. Kyle Holtz (KTM); 4. Anthony Caviglino (Yam); 5. Mathew Nielson (Yam).

P/W STK (0-6): 1. Michael Hall (KTM).

P/W STK (7-8): 1. Steven Cerda (KTM): 2. Clayton Murillo (LEM); 3. Bradley Boquial (LEM); 4. Nolan Shultz (LEM); 5. Justin Morgan (KTM).

60 STK (9-11): 1. Ryan Beat (Kaw); 2. Cas Swift (Kaw); 3. Ivan Shultz (Kaw); 4. Christopher Moore (Kaw); 5. Jake Bissonnette (Kaw).

JR CYCLE STK (0-8): 1. Zachery Johnson (Kaw); 2. Chase Takas (Kaw); 3. Mark Proscella (Kaw); 4. Kyle Spaulding (Kaw); 5. Steven Cerda (Kaw).

JR CYCLE MOD (0-8): 1. Brian Hiner (Kaw).

80 STK (9-11): 1. Ryan Beat (Hon); 2. Clinton Pierce (Suz); 3. Cas Swift (Suz); 4. Zac Wray (Yam); 5. Bobby Romero (Kaw).

80 BEG: 1. David Meyers (Hon); 2. Vito Camillas (Yam); 3. Kyle De Quillettes (Yam); 4. Bobby Romero (Kaw); 5. Robert Garner (Hon).

80 NOV STK: 1. Travis Bemis (Hon); 2. Nick Tyree (Yam).

80 INT: 1. Billy Laninovich (Yam); 2. Dusten Watson (Suz); 3. Anthony Bruscella (Yam).

S/MINI: 1. Jesus Casillas (Yam); 2. Billy Laninovich (Yam); 3. Duston Watson (Suz); 4. Anthony Bruscella (Yam); 5. Kyle De Quillettes.

80 EX: 1. Jesus Casillas (Yam).

125 (12-15): 1. David Fox (Yam); 2. Corey Macomber (Suz).

125 (16-21): 1. Michael Fox (Yam); 2. Manny Arias (Hon); 3. Matt Williams (Kaw); 4. Shawn Ellis (Yam); 5. Josh West (Suz).

125 BEG: 1. Larry Sutton (Yam); 2. Lance Castiglione (Suz); 3. Deven Schneider (Yam); 4. Ryan McGee (Yam); 5. Robert Halverson (Suz).

125 NOV: 1. Derek Chase (Yam); 2. Jeremy Stenberg (Yam); 3. Corey Macomber (Hon); 4. Matt Condon (Yam); 5. David Fox (Yam).

125 NOV MOD: 1. Matt Williams (Kaw); 2 Jake Elkins (Kaw); 3. Travis Frink (Kaw); 4. Josh West (Suz); 5. Aaron McDonough (Yam).

125 INT: 1. Manny Arias (Hon); 2. Michael Fox (Yam); 3. Geoff Walters (Yam); 4. Shawn Ellis (Yam); 5. Wilson Nichols (Hon).

125 PRO: 1. Angelo Ingrande (Hon); 2. Jamey Grosser (Hon); 3. Gary Doggett (Suz).

250 BEG: 1. Zach Canizales (Suz); 2. Matt Hagstrom (Yam); 3. James Clarke (Hon); 4. Scott Aschbrenner (Suz); 5. Tyke Blanchard (Yam).

250 NOV: 1. Ron Loftin (Hon); 2. Carl Chase (Kaw); 3. Cameron Craun (Hon); 4. Jeff Ahranjani (Kaw).

250 INT: 1. Daniel Nichols (Hon); 2. Jeremy Toye (Hon); 3. Shawn Ireland (Hon).

250 PRO: 1. Angelo Ingrande (Hon).

WMN: 1. Jennifer Nelson (Kaw); 2. Jeanne Swaringen (Suz); 3. Sean Hoeft (Suz).

O/P A (30-34): 1. Chris Swift (Suz); 2. Don Connelly (Suz); 3. Scott Richeson (Kaw); 4. Greg Luck (Hon).

O/P A 40+: 1. Gary Doggett.

O/P B (25-29): 1. Roger Oreb (Yam); 2. Mike Bechtel (Suz); 3. Brian Barnhart (Suz); 4. Matt Berwager (Yam); 5. Jayson Monroe (Yam).

O/P B (30-34): 1. Jim Flanagan (Suz); 2. Doug Cannelly (Suz); 3. Brian Belew (Kaw).

O/P B (35-39): 1. Bill Keefe (Kaw); 2. George Speck (Hon); 3. Les Abernathy (Kaw); 4. Kevin Barret (Kaw); 5. Dan Bissonnette (Hon).

O/P B 40+: 1. Rudy Castaneda (Hon); 2. Frank Hamlett (Hon); 3. Rick Cheshire (Yam); 4. Bob Kircher (Kaw); 5. Pat Treland (Yam).

Von Borstel roars at Roebling RR

By Van Funchess

FAULKVILLE, GA. FEB. 8, 1997

Steven Von Borstel claimed three victories for the hat trick in the opening round of the WERA Vintage races held at the Roebling Road Raceway.

Von Borstel was a perfect three for three with victories in Vintage Three, Four, and Five classes.

This first event of the season paid double points for all the participants.

Von Borstel opened the racing festivities with a win in the Vintage Four class.

Dan Levine led the start but Von Borstel passed Levine on the outside of turn three for the lead during lap one.

Michael Eiland and Richard Oldakowski moved up to challenge Von Borstel but could not match his pace. Eiland is returning to action after a year's absence following hip surgery and is just beginning to regain his form.

Von Borstel continued to lead, but Hugh Wade was moving up through the field. Wade was able to get in the Oldakowski draft down the front straight and moved past him going in to turn one. That's how they finished: Von Borstel, Eiland, Wade, and Oldakowski.

The closest race of the day was in the Vintage Two class. Tim Joyce and Mike Mathews are beginning this season just as they left 1996; never more than a few yards apart.

Mathews led the first two laps until Joyce overtook Mathews on the outside of turn four.

Mathews powered past Joyce on the front straight and Joyce returned the favor by late-braking him into turn one to regain the lead.

Mathews' Honda stretched its legs down the straight again as he held off Joyce for the next two laps. Joyce positioned himself just behind Mathews on the next lap for another late-braking maneuver into turn one. It was Mathews again on the straight with Joyce getting a better drive out of turn two to lead through the back section of pavement. Joyce held the lead this time for the final-lap showdown. Mathews shadowed Joyce through the back section preparing himself for the final maneuver. It was not to be as D&D Cycles-sponsored Joyce held on for the hard-fought victory. CN

Results

VINT 1: 1. Rixon Breckon (Hon); 2. Harold Page (Hon); 3. Frank Smith (Hon); 4. Steve Staser (Hon); 5. Royce Eaton (Hon).

VINT 2: 1. Tim Joyce (Tri); 2. Mike Mathews (Hon); 3. Harold Page (Yam); 4. Richard Miles (Nor); 5. Thomas Antor (BSA).

VINT 3: 1. Steven Von Borstel (MG); 2. Mike Mathews (Hon); 3. Kirk Cossairt (Yam); 4. Mark Mitchell (BMW); 5. David Temple (Yam).

VINT 4: 1. Steven Von Borstel (MG); 2. Michael Eiland (Yam); 3. Hugh Wade (Tri); 4. Richard Oldakowski (Yam); 5. Tim Light (Hon).

VINT 5: 1. Steven Von Borstel (Kaw); 2. Richard Bolen (Yam); 3. Mark Marrow (Yam); 4. Stephen Foote (Yam); 5. Joey Naval (Yam).

VINT 6: 1. Stephen Foote (Yam); 2. Julian Poczatek (Hon); 3. Tim Light (Hon).

L/W CLSC: 1. Tony Smith (Mai); 2. Chris Kelleher (Duc); 3. George DeCamp (Hon); 4. Steve DeCamp (Hon); 5. Eric Smith (Hon).

H/W CLSC: 1. Tim Joyce (Tri); 2. Richard Miles (Nor); 3. Tony Smith (Mat); 4. Thomas Antor (BSA); 5. Royce Eaton (Duc).

F-RD: 1. Jerry Gibbs (Yam); 2. Adam Mashike (Yam); 3. Christopher Matthews (Yam); 4. Michael McCleary (Yam); 5. Bill Eskam (Yam).

F-2-STRK: 1. Mark Marrow (Yam); 3. Richard Bolen (Yam); 3. Gregory Woodliff (Kaw); 4. Paul Garland (Yam); 5. J.B. Balko (Hon).

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** 5. 250/Open A Stock
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** 7. 250 B Stock
8. 250 B Modified
9. Open B/C
10. Plus 25 yrs
11. Vet A Plus 30 yrs
12. Vet B Plus 30 yrs
13. Senior Plus 40 yrs
14. Master Plus 50 yrs (20 riders)
** 15. 125 C Stock
16. 125 C Modified
17. 250 C

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** 18. 51 AMA Stock (4-6 yrs)
** 19. 51 AMA Stock (7-8 yrs)
** 20. 65 Stock (7-9 yrs)
** 21. 65 Stock (10-11 yrs)
** 22. 85 Stock (7-11 yrs)
** 23. 85 Stock (12-13 yrs)
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4/13/97	Heartland Motospts, Douglas, NE	(402) 465-4384
4/19+20/97	Baileys Motosports, Hoopeston, IL	(217) 283-6370
5/3+4/97	Lake Geneva Rcwy, Lk. Geneva, WI	(815) 728-0823
5/3+4/97	Apex Valley Rcwy, White Plains, KY	(502) 886-8564
5/10+11/97	Lincoln Trail, Casey, IL	(217) 932-2041
5/25+26/97	Moto City Rcwy, Browerville, MN	(218) 894-1487
	NORTH CENTRAL AMATEUR REGIONAL	
6/28-29/97	Aztalan Cycle Club, Lk Mills, WI	(414) 542-7572
	NORTH CENTRAL YOUTH REGIONAL	
6/21-22/97	W KY Motocross, Lowes, KY	(502) 642-2345
	SOUTH CENTRAL AREA QUALIFIERS	
4/5-6/97	Cooper Land MX, Stillwater, OK	(405) 743-1515
4/13/97	Heartland Motospts, Douglas, NE	(402) 465-4384
4/19/97	Wild Creek MX, Covington, TX	(817) 854-2043
5/11/97	Highlands MX Pk, Highland, TX	(713) 843-6686
5/18/97	NMCC, Moriarty, NM	(505) 884-9033
5/24+25/97	Watkins Raceway, Denver, CO	(719) 473-6723
	SOUTH CENTRAL AMATEUR/YOUTH REGIONALS	
6/14+15/97	SWAN MX, Tyler, TX	(903) 882-7791
	NORTHWEST AREA QUALIFIERS	
4/20/97	Clarksbranch, Roseburg, OR	(541) 673-1671
5/10/97	Washougal, Washougal, WA	(541) 673-1671
	NORTHWEST AMATEUR/YOUTH REGONALS	
5/25/97	Washougal, Washougal, WA	(541) 673-1671
	SOUTHWEST AREA QUALIFIERS	
3/23/97	Glen Helen, San Bernadino, CA	(909) 880-3090
5/18/97	NMCC, Moriarty, NM	(505) 884-9033
	SOUTHWEST AMATEUR/YOUTH REGIONALS	
6/29/97	Glen Helen, San Bernadino, CA	(909) 880-3090
	AMA AMATEUR/YOUTH MOTOCROSS FINAL	
AUG.3-9	Loretta Lynn's, Hurricane Mills, TN	(419) 478-5386

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
4/13 Shah Alam, Malaysia, Rnd 1
4/20 Suzuka, Japan, Rnd 2
5/4 Jerez de la Frontera, Spain, Rnd 3
5/18 Mugello, Italy, Rnd 4
6/1 Osterreichring, Austria, Rnd 5
6/8 Paul Ricard, France, Rnd 6
6/28 Assen, Holland, Rnd 7
7/6 Imola, Italy, Rnd 8
7/20 Nurburgring, Germany, Rnd 9
8/3 TBA, Rnd 10
8/17 Donington Park, England, Rnd 11
8/31 Brno, Czech Republic, Rnd 12
9/14 Catalunya, Spain, Rnd 13
9/28 Sentul, Indonesia, Rnd 14
10/5 Phillip Island, Australia, Rnd 15

World Superbike Championship Series
3/23 Phillip Island, Australia, Rnd 1
4/20 Misano, Italy, Rnd 2
5/4 Donington Park, England, Rnd 3
6/8 Hockenheim, Germany, Rnd 4
6/22 Monza, Italy, Rnd 5
7/13 Laguna Seca, CA, Rnd 6
8/3 Brands Hatch, England, Rnd 7
8/17 Osterreichring, Austria, Rnd 8
8/31 Assen, Holland, Rnd 9
9/7 TBA, Rnd 10
9/21 Albacete, Spain, Rnd 11
10/5 Sugo, Japan, Rnd 12
10/12 Sentul, Indonesia, Rnd 13
TBA Shah Alam, Malaysia, Rnd 14

World Supersport Championship
4/20 Misano, Italy, Rnd 1
5/4 Donington, England, Rnd 2
6/8 Hockenheim, Germany, Rnd 3
7/22 Monza, Italy, Rnd 4
8/3 Brands Hatch, England, Rnd 5
8/17 Osterreichring, Austria, Rnd 6
8/31 Assen, Holland, Rnd 7
9/7 Oschersleben, Germany, Rnd 8
9/21 Albacete, Spain, Rnd 9
10/5 Sugo, Japan, Rnd 10
10/12 Sentul, Indonesia, Rnd 11

World Endurance Road Race Series
4/12-13 Le Mans, France, Rnd 1
7/12-13 Spa, Belgium, Rnd 2
7/27 Suzuka, Japan, Rnd 3
9/20-21 Bol d'Or, France, Rnd 4

World C'ship Trials Series
4/6 Spain, Rnd 1
4/13 Luxembourg, Rnd 2
5/18 Belgium, Rnd 3
5/25 San Marino/Italy, Rnd 4
6/22 France, Rnd 5
6/29 Italy, Rnd 6
7/13 Andorra, Rnd 7
7/27 United States, Rnd 8
8/31 Czech Republic, Rnd 9
9/7 Germany, Rnd 10

World Cup Indoor Trials Series
3/16 Madrid, Spain, Rnd 9
3/21 Monaco, Rnd 10

Motocross des Nations
9/14 Nismes, Belgium

Trials des Nations
9/28 England

Enduro World C'ship Series
4/5-6 Guadalajara, Spain, Rnd 1
4/12-13 Figueira da Foz, Portugal, Rnd 2
5/10-11 Semily, Czech Republic, Rnd 3
5/17-18 Puy-en-Velay, France, Rnd 4
6/7-8 Belo Horizonte, Brazil, Rnd 5
6/13-14 Belo Horizonte, Brazil, Rnd 6
7/19-20 Hassleholm, Sweden, Rnd 7
7/26-27 Riihimaki, Finland, Rnd 8

International Six-Day Enduro/ISDE
8/19-24 Brescia, Italy

World Championship 500cc Motocross Series
3/23 Lommel, Belgium, Rnd 1
4/6 Castiglione L., Italy, Rnd 2
4/20 Sittendorf, Austria, Rnd 3
4/27 Payerne, Switzerland, Rnd 4
6/1 Jinin, Czech Republic, Rnd 5
6/8 Halle, Netherlands, Rnd 6
6/29 Udevalla, Sweden, Rnd 7
7/6 Farleigh C., England, Rnd 8
7/20 Laguepie, France, Rnd 9
8/3 Namur, Belgium, Rnd 10
8/10 Bockholtz, Luxembourg, Rnd 11
8/24 Holzgerlingen, Germany, Rnd 12

World Championship 250cc Motocross Series
3/23 Agueda, Portugal, Rnd 2
4/13 Valkenswaard, Netherlands, Rnd 3
4/20 Cingoli, Italy, Rnd 4
5/4 Brou, France, Rnd 5
5/11 Loket, Czech Republic, Rnd 6
5/25 Foxhill, England, Rnd 7
6/8 Borgo Mag, Italy, Rnd 8
6/22 Kester, Belgium, Rnd 9
7/6 Belo Horizonte, Brazil, Rnd 10
7/13 Maracay, Venezuela, Rnd 11
8/3 Jogyakarta, Indonesia, Rnd 12
8/17 Gdynia, Poland, Rnd 13
8/31 Roggenburg, Switzerland, Rnd 14
9/7 Gaildorf, Germany, Rnd 15

World Championship 125cc Motocross Series
3/23 Jogyakarta, Indonesia, Rnd 1
4/13 Pernes, France, Rnd 2
4/20 Bellpuig, Spain, Rnd 3
5/4 Schwanenstadt, Austria, Rnd 4
5/11 Maggiora, Italy, Rnd 5
5/25 Foxhill, England, Rnd 6
6/1 Orehova Vas, Slovenia, Rnd 7
6/22 Gerstetten, Germany, Rnd 8
7/13 Vantaa, Finland, Rnd 9
8/10 Velke Uherce, Slovakia, Rnd 10
8/17 Neeroeteren, Belgium, Rnd 11
8/31 Lierop, Netherlands, Rnd 12

World Championship Speedway Qualifier Series
5/4 Ljubljana, Slovenia
5/4 Terenzano, Italy
5/4 Czestochowa, Poland
5/19 Abensberg, Germany
6/7 Hyvinkaa, Finland
6/8 Pocking, Germany
6/8 St. Johann, Austria
7/27 Lonigo, Italy
7/27 Vastevik, Sweden
10/5 Wiener-Neustade, Austria

World Championship Individual Speedway Grand Prix Series
5/17 Prague, Czech Republic, Rnd 1
6/14 Linkoping, Sweden, Rnd 2
7/5 Landshut, Germany, Rnd 3
8/9 Coventry, England, Rnd 4
8/30 Wroclaw, Poland, Rnd 5
9/20 Vojens, Denmark, Rnd 6

World Championship Team Speedway
6/21 Krsko, Slovenia
8/24 Debrecen, Hungary
9/14 Pila, Poland

AMA Superbike National Championship
4/18-20 Monterey, CA, Rnd 3
6/6-8 Elkhart Lake, WI, Rnd 4
6/13-15 Loudon, NH, Rnd 5
6/27-29 Brainerd, MN, Rnd 6
7/18-20 Lexington, OH, Rnd 7
8/15-17 Colorado Springs, CO, Rnd 8
8/29-31 Sonoma, CA, Rnd 9
10/3-5 Las Vegas, NV, Rnd 10

AMA Supercross Series
3/22 Houston, TX, Rnd 9
3/29 Orlando, FL, Rnd 10
4/5 St. Louis, MO, Rnd 11
4/12 Pontiac, MI, Rnd 12
4/19 Charlotte, NC, Rnd 13
4/26 Dallas, TX, Rnd 14
5/17 Las Vegas, NV, Rnd 15

AMA National Motocross Series
5/4 Sacramento, CA, Rnd 2
5/11 San Bernardino, CA, Rnd 3
5/25 Mount Morris, PA, Rnd 4
6/15 Budds Creek, MD, Rnd 5
6/22 Southwick, MA, Rnd 6
7/6 Buchanan, MI, Rnd 7
7/20 New Berlin, NY, Rnd 8
7/27 Troy, OH, Rnd 9
8/3 Millville, MN, Rnd 10
8/17 Washougal, WA, Rnd 11
8/24 Binghamton, NY, Rnd 12
8/31 Delmont, PA, Rnd 13

AMA Grand National Championship Series
5/3 Mineral Wells, WV, Rnd 2
5/17 Harrington, DE, Rnd 3
5/25 Springfield, IL, Rnd 4
5/31 LaSalle, IL, Rnd 5
6/14 Terre Haute, IN, Rnd 6
6/21 Sedalia, MO, Rnd 7
6/28 Lima, OH, Rnd 8
7/5 Lake Odessa, MI, Rnd 9
7/13 DuQuoin, IL, Rnd 10
7/19 Oklahoma City, OK, Rnd 11
7/26 Rossburg, OH, Rnd 12
8/3 Peoria, IL, Rnd 13
8/6 Rapid City, SD, Rnd 14
8/9 East Moline, IL, Rnd 15
8/16 Indianapolis, IN, Rnd 16
8/23 Hagerstown, MD, Rnd 17
8/31 Springfield, IL, Rnd 18
9/7 Syracuse, NY, Rnd 19
9/13 Shakopee, MN, Rnd 20
9/20 TBA, Rnd 21
9/27 Sacramento, CA, Rnd 22
10/4 Las Vegas, NV, Rnd 23
10/12 Del Mar, CA, Rnd 24

AMA National Championship Enduro Series
3/23 Kalgary, TX, Rnd 3
4/20 Shelton, WA, Rnd 4
5/4 Wellston, OH, Rnd 5
6/29 Akeley, MN, Rnd 6
7/13 Drummond Island, MI, Rnd 7
7/20 Rand, CO, Rnd 8
10/26 Delaware City, DE, Rnd 9

AMA National Reliability Enduro Series
Eastern Region
5/17-18 New Waverly, TX, Rnd 2
5/24 McArthur, OH, Rnd 3
Western Region
4/26-27 Lakeport, CA, Rnd 1
5/31-6/1 Idaho City, ID, Rnd 2
6/7-8 Tillamook, OR, Rnd 3
6/21-22 Yamhill, OR, Final

AMA National Championship Hare & Hound Series
4/12 Jericho, UT, Rnd 3
9/21 Yerington, NV, Rnd 4
10/12 Oreanna, ID, Rnd 5
10/26 Lucerne Valley, CA, Rnd 6
11/1 Wells, NV, Rnd 7
Info 614/891-2425

AMA/District 10 Hare Scramble Series
4/27 Owenton, KY
8/3 Owenton, KY
9/14 Bedford, KY
10/19 Madisonville, KY
Info 606/472-3442 or 502/821-7421

AMA Missouri Hare Scrambles Championship
3/23 Columbia, MO
4/20 Cole Camp, MO
4/27 Alton, MO
5/25 Canton, MO
6/8 Collins, MO
6/22 Steeleville, MO
6/29 Park Hills, MO
7/13 Tebbetts, MO
7/27 Kahoka, MO
8/3 Lebanon, MO
8/17 Knob Noster, MO
9/7 Smithville, MO
9/14 Festus, MO
10/5 Park Hills, MO
Info 417/537-8406

AMA National Championship Hare Scrambles Series
4/6 Hurricane Mills, TN, Rnd 3
4/13 Good Springs, PA, Rnd 4
7/27 Kahoka, MO, Rnd 5
9/7 Millfield, OH, Rnd 6
9/28 Henryetta, OK, Rnd 7
10/12 Lynnville, IN, Rnd 8

AMA Grand National Cross Country Series
3/23 Cross Anchor, SC, Rnd 3
4/6 Hurricane Mills, TN, Rnd 4
4/20 Clarksburg, WV, Rnd 5
5/11 Brownsville, PA, Rnd 6
6/1 Boyers, PA, Rnd 7
6/15 Elizabeth, WV, Rnd 8
9/7 Millfield, OH, Rnd 9
9/21 Mount Morris, PA, Rnd 10
10/5 Crawfordsville, IN, Rnd 11
10/19 Lisbon, OH, Rnd 12
10/26 Alton, VA, Rnd 13
Info 304/284-0084

AMA/Maxima Western National Four-Stroke MX Series
4/13 Phoenix, AZ
4/27 San Bernardino, CA
5/4 Sacramento, CA*
5/11 San Bernardino, CA*
6/1 Albany, OR
7/6 Grand Junction, CO
7/20 Boise, ID
8/17 Washougal, WA*
* Denotes those races run in conjunction with 125 & 250cc AMA Nationals
Info 916/365-1979 or 503/654-6340

Evolution of Motocross Series
Western Region
4/6 Phoenix, AZ
5/3 Sacramento, CA
5/10 San Bernardino, CA
5/31 Albany, OR
7/5 Grand Junction, CO
7/20 Boise, ID
8/16 Washougal, WA
Eastern Region
TBA Muddy Creek, TN
6/7 Delmont, PA
7/5 Binghamton, NY
8/31 Raceway Park, NJ
9/27 Hurricane Hills, PA
10/19 Red Bud, MI
Info 209/252-9053

AMA National Championship Hillclimb Series
5/18 Middlebury, IN, Rnd 1
6/1 Jefferson, PA, Rnd 2
6/8 Steel City, PA, Rnd 3
6/15 Avoca, NY, Rnd 4
7/20 Marquette, MI, Rnd 5
8/3 Jefferson, PA, Rnd 6
8/17 Dansville, NY, Rnd 7
8/30 Haydenville, OH, Rnd 8
9/14 Steel City, PA, Rnd 9
9/21 Middlebury, IN, Rnd 10
9/28 Jefferson, PA, Rnd 11
10/12 Oregonia, OH, Rnd 12

AMA/U.S. Eastern Pro-Am Motocross Spring Series
3/23 Danville, VA
4/13 Elizabeth City, NC
4/27 Sanford, NC
5/4 Reidsville, NC
5/18 Danville, VA
5/25 Elizabeth City, NC
6/1 Dillwyn, VA
6/1 Dillwyn, VA
Info 804/724-4392

AMA/Grand Championship Pro-Am Series
7/6 Reidsville, NC
7/13 Dillwyn, VA
7/20 Reidsville, NC
7/26 Danville, VA
7/27 Danville, VA
8/10 East Bend, NC
8/24 Danville, VA
9/20 Danville, VA
Info 804/724-4392

AMA/U.S. Eastern Pro-Am Motocross Fall Series
9/7 Dillwyn, VA
9/14 Elizabeth City, NC
9/20 Danville, VA
10/5 Dillwyn, VA
10/12 Elizabeth City, NC
10/19 Danville, VA
11/2 Dillwyn, VA
11/16 Danville, VA
Info 804/724-4392

AMA/Best of Georgia Championship Motocross Series
3/23 Breman, GA
4/6 Macon, GA
4/20 Roberta, GA
5/25 Dalton, GA
9/7 Macon, GA
9/21 Breman, GA
9/28 Roberta, GA
10/5 Dalton, GA
10/12 Macon, GA
Info 912/788-0413

AMA/Prostar Drag Racing Series
3/21-23 Gainesville, FL, Rnd 1
4/25-27 Commerce, GA, Rnd 2
6/21-22 Petersburg, VA, Rnd 3
8/15-17 Indianapolis, IN Rnd 4
9/5-7 Atco, NJ,Rnd 5
10/4-5 Columbus, OH, 6
11/13-16 Gainesville, FL, Rnd 7

IDBA Motorcycle Nationals
5/3-4 Oklahoma City, OK, Rnd 1
6/14-15 Norwalk, OH, Rnd 2
7/19-20 Columbus, OH, Rnd 3
8/9-10 Morocco, IN, Rnd 4
9/27-28 Greensboro, NC, Rnd 5
10/18-19 Memphis, TN, Rnd 6

AMA North Eastern Cross Country Series
4/13 Good Springs, PA
5/11 Jennerstown, PA
5/25 TBA
6/8 Lowville, NY
7/6 Moravia, NY
7/13 S. Edmonsten, NY
8/3 Lowville, NY
8/31 Little Genesee, NY
9/7 Millfield, OH
9/21 TBA
10/12 S. Edmonsten, NY
11/2 Palmyra, NY
Info 800/335-3833

AMA Virginia Flat Track State Championship Series
3/23 Danville, VA
5/18 Danville, VA
6/14 Danville, VA
7/26 Danville, VA
8/23 Danville, VA
10/19 Danville, VA
11/16 Danville, VA
Info 804/836-0710 or 804/724-4392

AMA Hot Shoe Championship Series
5/11 Marietta, OH
6/7 Dayton, OH
6/8 Peoria, IL
6/15 Indianapolis, IN
6/20 W. Plains, MO
6/22 Decatur, IL
6/27 Orrville, OH
7/4 Frederick, MD
7/26 Spokane, WA
8/2 Peoria, IL
8/22 Greenville, OH
8/30 Springfield, IL
9/5 Castle Rock, WA
9/6 Castle Rock, WA
Info 614/891-2425

AMA/District 36 Enduro Series
4/20 Navarro, CA
4/26 Cow Mountain, CA
5/3 Georgetown, CA
5/17 Foresthill, CA
5/17 Foresthill, CA
5/25 Eureka, CA
6/1 Omo Ranch, CA
6/8 Long Barn, CA
8/16 Donner Ski Ranch, CA
9/28 Hollister, CA
10/19 Stonyford, CA
10/26 Elkins Flat, CA
11/1 Upper Lake, CA
11/9 Stonyford, CA
11/16 Ballinger Canyon, CA
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA Amateur/Youth National Dirt Track Championship
7/8 Indianapolis, IN
7/9 Indianapolis, IN
7/11 Indianapolis, IN
7/12 Indianapolis, IN
Info 219/486-7172

AMA/District 36 Amateur/Youth Dirt Track Championship Series
4/5 Lodi, CA, Rnd 1,2
4/6 Lodi, CA, Rnd 3,4
4/12 Lodi, CA, Rnd 5,6
4/19 Lodi, CA, Rnd 7,8
4/26 Lodi, CA, Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
7/26 Lodi, CA, Rnd 28,29
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182 / Newman 209/463-6224

AMA/District 36 Vintage Dirt Track Championship Series
4/5 Lodi, CA, Rnd 1,2
4/6 Lodi, CA, Rnd 3,4
4/12 Lodi, CA, Rnd 5,6
4/19 Lodi, CA, Rnd 7,8
4/26 Lodi, CA, Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182 / Newman 209/463-6224

AMA Pirelli/KTM/Answer/MSR Mid-South Winter Hare Scrambles Series
3/23 Cadiz, KY, Rnd 7
Info 615/859-0873

AMA National Dual Sport Trail Ride Series
4/19-20 New Waverly, TX
5/3-4 Hurricane Mills, TN
5/17-18 Millfield, OH
5/31-6/1 Mill Hall, PA
6/7-8 St. Charles, MO
6/7-8 Lake Isabella, CA
6/7-8 Loudon, NH
6/21-22 Renfro Valley, KY
7/6-11 Redding, CA
7/12-13 Brightwood, OR
7/19-20 Davis, WV to VA
7/27-8/1 Newberry, MI
8/23-24 Columbus, IN
9/6-7 Golden Pond, KY
9/10-13 Steamboat Springs, CO
9/13-14 Elizabeth, WV
9/27-28 Phoenix, AZ
10/4-5 St. George, UT
10/4-5 Mount Solon, VA
10/11-12 Angels Camp, Ca
10/18-19 McArthur, OH
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series
3/23 Cow Mountain, CA, Rnd 7
3/30 Fort Sage, CA. Rnd 8
4/6 Hollister Hill, CA, Rnd 9
4/13 Petaluma, CA, Rnd 10
4/26-27 Lakeport, CA, Rnd 11
5/10-11 Virginia City, NV, Rnd 12
5/17-18 Foresthill, CA, Rnd 13
9/21 Yerington, NV, Rnd 14
10/5 TBA, Rnd 15
11/2 Prairie City, CA, Rnd 16
11/16 Wilseyville, CA, Rnd 17
11/29 TBA, Rnd 18
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series
4/6 Barstow, CA
4/13 Newhall, CA
5/3-4 Gorman, CA
5/17-18 Ridgecrest, CA
6/7-8 Lake Isabella, CA*
6/22 Angeles NF, CA
7/6-11 Redding, CA*
7/12-13 Sequoia NF, CA
7/26-27 Mammoth Lakes, CA
8/9-10 Big Bear Lake, CA
8/23-24 Bass Lake, CA
9/14 Kernville, CA
9/20-21 Bishop, CA
9/28 Big Bear Lake, CA
10/4-5 Bishop, CA
10/12 Victorville, CA
10/19-25 Ridgecrest, CA
11/1-2 Death Valley, CA
11/8-9 State Line, NV
11/16 Riverside, CA
11/28-29 LA-Barstow-Las Vegas*
12/28 Mojave, CA
*National Trail Ride Series Event
Info 818/249-2141 (3,1)

AMA/District 37 Big 6 Grand Prix Series
4/5-6 Twentynine Palms, CA, Rnd 3
5/3-4 TBA, Rnd 4
10/4-5 TBA, Rnd 5
11/1-2 Gorman, CA, Rnd 6
Info 909/678-0419

AMA U.S. Mega Series
3/22-23 Blountville, TN
4/6 London, KY
4/20 Society Hill, SC
4/27 Blountville, TN
5/4 Wytheville, VA
6/8 Blountville, TN
7/6 London, KY
7/12-13 Blountville, TN
7/20 Wytheville, VA
9/7 Blountville, TN
9/21 Forest City, NC
9/28 Blountville, TN
10/4-5 London, KY
10/18-19 Blountville, TN
Info 423/323-5497

AMA Tecnosel Carolina Ultra Series
3/30 Chesterfield, SC
4/13 Forest City, NC
5/18 Columbus, NC
5/25 Forest City, NC
6/1 Lincolnton, NC
8/31 Lincolnton, NC
9/14 Chesterfield, SC
10/12 Columbus, NC
11/1-2 Society Hill, SC
Info 423/323-5497

AHRMA/Progressive Suspension Historic Cup Roadrace Series
4/26-27 Rosamond, CA, Rnd 3-4
5/3-4 Summit Point, WV, Rnd 5-6
5/31-6/1 Elkhart Lake, WI, Rnd 7-8
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12

Coming Soon

the 30th Annual

MAMMOTH MOTOCROSS

JUNE 26, 27, 28, 29, 1997

1997 MAMMOTH MOTOCROSS SCHEDULE

- Sat/Sun., 21&22 — Old Timers Weekend (Old Timers Race Info 714-633-9503)
- Thurs., June 26 — Vets (30+), Junior, Intermediate, Pro; Seniors (40+), Junior, Intermediate, Pro
- Fri., June 28 — Mini (No Big Wheels), Junior, Intermediate, Pro; Open Bikes (No 250's), Junior, Intermediate, Pro; Four-Stroke, Junior, Pro
- Sat., June 28 — 125cc Junior, Intermediate, Pro, Women
- Sun., June 29 — 250cc Junior, Intermediate, Pro
- Practice Schedule — June 19 (10am-5pm), June 20 (8 am-12pm); June 23&24 (10am-5pm), June 25 (8 am-12pm)

The first entry ad will appear in Cycle News Issue #20, on sale May 14th
The next entry will appear in Cycle News Issue #23, on sale June 4th

Gate Opens
5:00 am Race Day
Practice Fee
$15 per day, per rider
Spectator Fee
Adults $10 - Kids $5 per day
Entry Fees
Jr./Int. $60 - Expert $75

High Sierra Sports
P.O. Box 482
Mammoth Lakes, CA 93546
Info: (619) 934-0642

Inyo National Forest

Pro Payback Over $6,000

Open Practice 1:00-8:00 P.M. March 20th

FAIRCROSS PROMOTIONS

4th ANNUAL

SUMMIT ARENACROSS SERIES - Round 3

MARCH 21st, 22nd and 23rd

Summit Co. Fairgrounds
Akron, Ohio

LARGEST INDOOR TRACK IN OHIO

CRA Points Event
For Info Call
(330) 948-1478

CHAPARRAL Presents the 4th ANNUAL

AMA SANCTIONED

GLEN HELEN

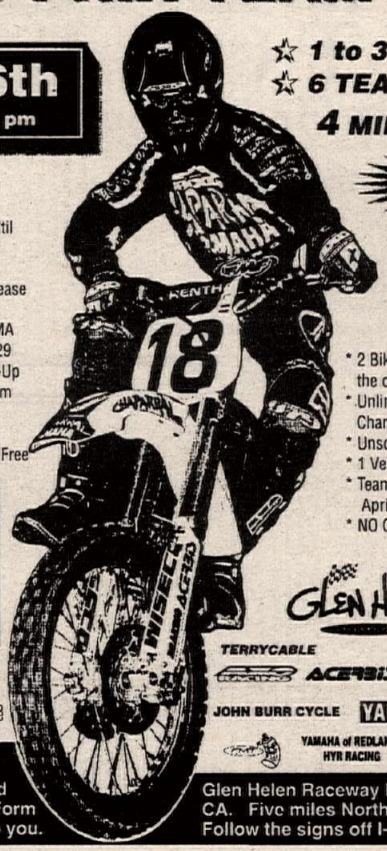
6 Hours Of Glen Helen

GRAND PRIX TEAM RACE

APRIL 6th
8:30 am 'til 2:30 pm

☆ 1 to 3 MAN TEAMS
☆ 6 TEAM CLASSES
4 MILE COURSE

Finisher Pins & Trophies



* $30 Per Rider Post Entry Only
* Registration Entry Hours 3 pm 'til 6 pm Sat. April 5th; 6:30 am 'til 8 am Sunday April 6 th
* Each Rider MUST sign AMA release & Entry Form
* AMA Membership Required, AMA Membership sold at track for $29
* Numbers will be issued at Sign-Up
* Gates Open Sat. April 5th at 3 pm
* Gates Close Sat. 8 pm
* Gates Open Sun. 6:30 am
* Sun. Gate Fee $10, 12 & Under Free

CLASSES:
BEG/NOV, EXP/AM
SR. VET- BEG/NOV
SR. VET- EXP/AM
FAMILY TEAM
BUSINESS TEAM

* 2 Bikes per Team, 1 in impound, the other on race track.
* Unlimited Pit Stops & Rider Changes.
* Unscheduled Water Breaks.
* 1 Vehicle Per Team in Pit Row
* Teams may begin Pit Set-Up Sat. April 5 th at 3 pm.
* NO Quads or 60 cc Bikes Allowed.

PICK UP $5.00 OFF ENTRY AT:
CHAPARRAL SUPER STORE
Motorcycles Watercraft & Accessories
Pick-Up Entries & $5.00 Off Coupon at this location. 555 S. H St., San Bernardino, CA (909) 889-2761

GLEN HELEN
TERRYCABLE
JOHN BURR CYCLE YAMAHA
YAMAHA of REDLANDS HYR RACING
ONEAL RACING

Call 909-880-3090
Leave Name, Address and Phone #. Rules & Entry Form will be Mailed or Faxed to you.

Glen Helen Raceway Park, San Bernardino, CA. Five miles North of San Bernardino. Follow the signs off I-215 freeway.

STARWEST SUPERCROSS PARK (909) 943-4535 (909) 657-8845

SATURDAY NIGHT RACING
Practice 5:00 PM Race 6:00 PM
Race classes for all levels.
MARCH 29 - SPRING NIGHT SERIES #2
APRIL 5 - NO RACING
APRIL 12 - SPRING NIGHT SERIES #3
APRIL 19 - SPRING NIGHT SERIES #4
Separate Pee Wee Track
ON RAMONA EXPRESSWAY
3 MILES EAST OF 215 FREEWAY
MORENO VALLEY, CA
AT THE LAKE PERRIS FAIRGROUNDS

OPEN RIDING PRACTICE
TUESDAY & THURSDAY NIGHTS
MOTORCYCLES ONLY!
4:30 PM - 9:30 PM

WEDNESDAY NIGHTS
MINIS ONLY!
4:30 PM - 9:30 PM

SATURDAY MORNINGS
ALL BIKES
9:00 AM - 2:00 PM
SESSIONS FOR MINIS!
PEE WEE TRACK ALWAYS OPEN.

What's happening? Cycle News Calendar.

DISTRICT 37 AMA COMPETITION

NEW D-#37 Referee
Gary Garland
(619) 956-2913
Or For Race Info Only (310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Mar. 22-23	H.B.M.C. @ Bessemer Mine Rd., Lucerne Valley Info: Bill 909-242-9645	Triple European Scrambles
April 5-6	Hilltoppers' "Wild West" @ 29 Palms Rodeo Grounds Info: 310-428-4971	Grand Prix
April 13	So Cal MC "Burrito Run" Sat: Kids Event & Poker Run @ Camp Rock Rd., Lucerne Valley Info: John 818-337-4911	Hare & Hound
April 20	Chaparrals' "Coyote Derby" @ Teagle Wash, Red Mountain Info: Bill 714-528-3007	Enduro

Dual Sport Schedule Info (818) 249-2141 (3,1)

Date	Club	Event
April 6	Big Bear Trail Riders @ Slash X Cafe, South of Barstow Info: Joe 909-585-7544	Dual Sport
April 13	Team Dual Dogs "Dog Run" @ Dick Allen's M/C's, Newhall Info: Damon 818-401-1913	Dual Sport

Dual Sport web site: www.motorsports-network.com

DARRELL SHULTZ'S
Lost Trails
1 AMA 500 National Champ '82
DUAL SPORT TOURS
☆HANGTOWN RIDE☆
MAY 2-5, 1997
From mild to WILD!
Call 707-839-4283 FAX 707-839-5749

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA
http://www.ccweb.com/glenhelen
CHECK DATES AND TIMES FOR MARCH MX PRACTICE
CALL 24 HOURS FOR RACE & PRACTICE INFO: (909) 880-3090

Thurs., March 20	MX Practice 8:00am till Dusk
Sat., March 22	MX Practice 8:00 till 1:00pm
Sun., March 23	Blockbuster MX (Loretta Lynn Qualifier)
Thurs., March 27	MX Practice 8:00am till Dusk

WHITE BROTHERS 4-STROKE NATIONAL APRIL 27th
AMA AMATEUR NATIONAL DAYS MAY 9th & 10th

AMA (209) 673-8080
GFI Racing North
GFI Spring Trophy Series (Night Races)

Sat., April 5	Round #1 Little Okie, Madera, CA
Sat., April 12	Round #2 Little Okie, Madera, CA
Sat., April 19	Round #3 Little Okie, Madera, CA

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

8/23-24 Sonoma, CA, Rnd 13-14
9/13 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

North American Sport Bike Series
5/30-6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

NASB/Formula USA Series
5/30-/6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

CCS/Championship Cup Road Racing Series
California Region
4/5-6 Buttonwillow, CA
5/3-4 Phoenix, AZ
5/31-6/1 Buttonwillow, CA
8/2-3 Buttonwillow, CA
9/6-7 Buttonwillow, CA
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
Florida Region
3/23 West Palm Beach, FL
4/27 West Palm Beach, FL
5/26 West Palm Beach, FL
6/22 West Palm Beach, FL
7/6 Homestead, FL
7/27 West Palm Beach, FL
8/24 West Palm Beach, FL
9/13-14 Braselton, GA
9/28 West Palm Beach, FL
12/7 Homestead, FL*
Great Lakes Region
3/29-30 Topeka, KS
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL*
Great Plains Region
3/29-30 Topeka, KS
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/16-17 Topeka, KS
8/23-24 Brainerd, MN
9/20-21 South Beloit, IL*
North East Region
4/19-20 Loudon, NH
5/3-4 Loudon, NH
5/24-25 Bridgehampton, NY
6/7-8 Loudon, NH
7/5-6 Bridgehampton, NY
7/19-20 Loudon, NH
8/2-3 Bridgehampton, NY
8/23-24 Loudon, NH
8/30-31 Bridgehampton, NY
9/6-7 Loudon, NH
10/3-5 Loudon, NH
Mid Atlantic Region
4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/14-15 Summit Point, WV
6/21-22 Braselton, GA*
7/19-20 Summit Point, WV
8/16-17 Braselton, GA
8/28-31 Long Pond, PA*
9/13-14 Braselton, GA
10/4-5 Summit Point, WV*
Mid West Region
3/29-30 Topeka, KS
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
7/19-20 South Beloit, IL
8/1-3 Elkhart Lake, WI*
8/16-17 South Beloit, IL
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL
South East Region
4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/21-22 Braselton, GA*
7/19-20 Bloomingdale, GA
8/16-17 Braselton, GA
8/30-31 Bloomingdale, GA
9/13-14 Braselton, GA*
South West Region
4/5-6 Buttonwillow, CA
5/3-4 Phoenix, AZ
5/24-25 Phoenix, AZ
8/2-3 Buttonwillow, CA
9/20-21 Las Vegas, NV
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
*Double Points Event
Info 704/684-4297

Northern California Mini Road Racing Championship Series
4/19-20 Sacramento, CA*
5/17-18 Sacramento, CA
6/7-8 Sacramento, CA*
7/12-13 Sacramento, CA
8/2-3 Sacramento, CA
9/13-14 Sacramento, CA*
10/4-5 Sacramento, CA
*Indicates Spring and Endurance Race Event
Info 916/722-5517

CRA Road Race Championship Series
5/10-11 Brainerd, MN
6/14-15 Brainerd, MN
8/2-3 Brainerd, MN
9/13-14 Brainerd, MN
Info 612/332-4070

AHRMA BMW Classic Cup Series
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA SOS/BOT/Sound of Thunder Series
4/26-27 Rosamond, CA, Rnd 3-4
5//3-4 Summit Point, WV, Rnd 5-6
5/31-6/1 Elkhart Lake, WI, Rnd 7-8
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12
8/23-24 Sonoma, CA, Rnd 13-14
9/13-14 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

AHRMA/Speed & Sport Vintage MX Series
4/20 Brentwood, CA, Rnd 3
4/26 Bremen, GA, Rnd 4
5/3-4 Casey, IL, Rnd 5-6
5/18 Perris, CA, Rnd 7
5/31 Elkhart Lake, WI, Rnd 8
6/7 New Berlin, NY, Rnd 9
6/14 Grattan, MI, Rnd 10
6/22 Eugene, Or, Rnd 11
6/28 Peoria, IL, Rnd 12
7/5-6 Carlsbad, CA, Rnd 13-14
7/12 Lexington, OH, Rnd 15
7/26 Southwick, MA, Rnd 16
8/9 Mammoth Mtn. CA, Rnd 17
8/16 Linnville, OH, Rnd 18
9/12 Steamboat Springs, CO, Rnd 19
10/19 Hollister, CA, Rnd 20
Info 715/842-9699

AHRMA/Mid West Motocross Regional Series
4/12 Collins, MO
4/26 Des Moines, IA
5/18 Wapella, IL
7/19 Grantsburg, WI
8/30 Bedford, KY
9/27 Lamoni, IA
10/4 Denmark, WI
10/18 Casey, IL
Info 414/684-4331

AHRMA-Western Regional Motocross Series
4/6 Carlsbad, CA
5/4 Dixon, CA
6/22 Eugene, OR
8/10 Mammoth, CA
9/28 Fernley, NV
10/5 TBA
11/2 Tulare, CA
Info 408/663-4014

Texas/AHRMA Vintage Iron Spring Series
3/23 Houston, TX
4/6 Fort Worth, TX
4/20 Euless, TX
5/11 Houston, TX
5/25 Tyler, TX
6/15 Houston, TX
Info 281/497-3366

AHRMA Nor Cal Motocross Series
4/20 Brentwood, CA
5/4 Dixon, CA
7/20 Carson City, NV
8/31 Monterey, CA
9/28 Fernley, NV
10/19 Hollister, CA
Info 702/265-4904

AHRMA So Cal Motocross Series
4/6 Carlsbad, CA
5/18 Perris, CA
6/28 Perris, CA
8/10 Mammoth, CA
10/5 TBA
Info 909/929-6772

AHRMA/Speed & Sport Vintage Trials Series
4/13 Collins, MO, Rnd 4
4/19 Brentwood, CA, Rnd 5
4/27 Bremen, GA, Rnd 6
6/1 Elkhart Lake, WI, Rnd 7
6/15 Grattan, MI, Rnd 8
6/29 Peoria, IL, Rnd 9
7/4 Carlsbad, CA, Rnd 10
7/13 Lexington, OH, Rnd 11
8/24 Sonoma, CA, Rnd 12
9/11 Steamboat Springs, CO, Rnd 13
10/11 White City, IL, Rnd 14
10/18 Hollister, CA, Rnd 15
Info 715/842-9699

AHRMA/BMW Classic Cup Roadrace Series
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA-West Regional Trials Series
4/19 Brentwood, CA
7/4 Carlsbad, CA
8/16 Norden, CA
8/23 Sonoma, CA
9/27 La Porte, CA
10/18 Hollister, CA
10/25 Patterson, CA
11/22 Auburn, CA
Info 916/967-0262

AHRMA/Classic Bike Magazine Dirt Track Series
5/17 Hanford, CA, Rnd 2
5/17 Big Rapids, MI, Rnd 3
5/25 Tulare, CA, Rnd 4
6/7 Budds Creek, MD, Rnd 5
6/8 Cumberland, MD, Rnd 6
6/29 Peoria, IL, Rnd 7
7/5 Carlsbad, Ca, Rnd 9
7/6 Lake Odessa, MI, Rnd 10
7/26 Weedsport, NY, Rnd11
8/3 Wilmington, DE, Rnd 12
8/16 Linnville, OH, Rnd 13
9/10 Hayden, CO, Rnd 14
9/21 Lebanon Valley, NY, Rnd 15
9/28 Lavonia, GA, Rnd 16
10/6 Tulare, CA, Rnd 17
10/10 San Diego, CA, Rnd 18
Info 715/842-9699

AHRMA Dixie Cup Road Race Series
10/4-5 Talledega, AL, Rnd 3
11/15-16 Faulkville, GA, Rnd 4
Info 715/842-9699

AHRMA Masters of the Midwest Road Race Trophy
5/31-6/1 Elkhart Lake, WI, Rnd 1
6/14-15 Grattan, MI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
Info 715/842-9699

AHRMA Pacific Crown Road Race Series
4/26-27 Rosamond, CA, Rnd 1
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

AHRMA Vintage Motorcycle Days Road Race Championships
7/12-13 Lexington, OH, Rnd 1
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

MARS Motorcycle Asphalt Racing Series
5/16 Myrtle Beach, SC
9/20 Asheville, NC
9/26 Tracy, CA
10/24 Kenly, NC
10/25 Summerville, NC
Info 770/934-3112

New York State Challenge Series
7/20 Batavia, NY, Rnd 1
7/27 Hunt, NY, Rnd 2
8/3 Palmyra, NY, Rnd 3
8/10 Silver Springs, NY, Rnd 4
8/17 Frozen Ocean, NY, Rnd 5
Info WNYSC 716/786-0236

La Playa Grand Prix Motocross Series
5/18 Rosarito, BC/Mexico, Rnd 2
8/10 Rosarito, BC/Mexico, Rnd 3
10/5 Rosarito, BC/Mexico, Rnd 4
12/7 Rosarito, BC/Mexico, Rnd 5
Info 011/52-661-22525

ECEA Championship Enduro Series
3/23 Indian Mills, NJ
4/6 Belleplain, NJ
4/20 Warren Grove, NJ
5/4 New Lisbon, NJ
5/11 Stanhope, NJ
5/25 New Philadelphia, PA
6/22 West Greenwich, RI
7/20 Blain, PA
7/27 Rawlings, MD
8/3 Middlebury Center, PA
8/17 Speedsville, NY
8/24 Mauricetown, NJ
9/7 Shippensburg, PA
9/14 Brandonville, PA
9/21 New Lisbon, NJ
9/28 Webb Mills, NY
10/5 New Gretna, NJ
10/26 Delaware City, DE
Info 717/865-0601

ECEA Championship Hare Scrambles Series
4/13 Good Springs, PA
4/27 St. George, DE
5/18 Belleplain, NJ
6/8 Woodland Twp., NJ
7/6 Stanhope, NJ
8/10 Hobbie, PA
10/19 Budds Creek, MD
11/2 Warren Grove, NJ
11/9 Nauricetown, NJ
11/23 Greenbank, NJ
Info 717/865-0601

ECEA Dual Sport Series
6/15 Brandonville, PA
7/6 Belleplain, NJ
10/12 Indian Mills, NJ
10/19 New Philadelphia, PA
11/16 Greenbank, NJ
Info 717/865-0601

WERA National Endurance Series
4/12 Talladega, AL, Rnd 1
5/10 Braselton, GA, Rnd 2
5/24 Hallett, OK, Rnd 3
6/14 East St. Louis, IL, Rnd 4
6/28 Clermont, IN, Rnd 5
7/5 Grattan, MI, Rnd 6
8/2 Summit Point, WV, Rnd 7
9/6 Millington, TN, Rnd 8
9/20 College Station, TX, Rnd 9
10/10 Braselton, GA, Rnd 10

WERA National Challenge Series
4/11-13 Talladega, AL, Rnd 1
5/9-11 Braselton, GA, Rnd 2
5/23-25 Hallett, OK, Rnd 3
6/13-15 East St. Louis, IL, Rnd 4
6/26-29 Clermont, IN, Rnd 5
7/4-6 Grattan, MI, Rnd 6
8/1-3 Summit Point, WV, Rnd 7
9/5-7 Millington, TN, Rnd 8
9/19-21 College Station, TX, Rnd 9
10/8-12 Braselton, GA, Rnd 10
Info 770/924-8404

WERA Grand National Finals
10/9-13 Braselton, GA

WERA Vintage Series
3/22 Braselton, GA, Rnd 3
4/5 Indianapolis, IN, Rnd 4
4/6 Henderson, TX, Rnd 5
4/12 Summit Point, WV, Rnd 6
5/3 Grattan, MI, Rnd 7
5/3 Talladega, AL, Rnd 8
5/4 College Station, TX, Rnd 9
5/17 Mount Meridian, IN, Rnd 10
5/24 Garretsville, OH, Rnd 11
5/31 Summit Point, WV, Rnd 12
6/7 Faulkville, GA, Rnd 13
6/7 Grattan, MI, Rnd 14
6/8 Henderson, TX, Rnd 15
7/6 College Station, TX, Rnd 16
7/19 South Haven, MI, Rnd 17
7/26 Garrettsville, OH, Rnd 18
7/26 Braselton, GA, Rnd 19
8/3 Henderson, TX, Rnd 20
8/9 Mount Meridian, IN, Rnd 21
8/23 Talladega, AL, Rnd 22
8/30 Garrettsville, OH, Rnd 23
8/31 Hallett, OK, Rnd 24
9/6 Summit Point, WV, Rnd 25
9/20 Faulkville, GA, Rnd 26

WERA Sportsman Series
North Central
4/5-6 Clermont, IN
4/19-20 South Haven, MI
5/3-4 Grattan, MI
5/17-18 Mount Meridian, IN
6/7-8 Grattan, MI
6/21-22 Mount Meridian, IN
6/26-29 Clemont, IN
7/19-20 South Haven, MI
8/9-10 Mount Meridian, IN
8/16-17 Fairmont, IL
9/27-28 Mount Meridian, IN
Northeast
3/22-23 Braselton, GA
4/12-13 Summit Point, WV
5/24-25 Garrettsville, OH
5/31-6/1 Summit Point, WV
6/7-8 Grattan, MI
6/26-29 Clermont, IN
7/19-20 South Haven, MI
7/26-27 Garrettsville, OH
8/30-31 Garrettsville, OH
9/6-7 Summit Point, WV
Mid-Central
3/22-23 Braselton, GA
5/17-18 Millington, TN
5/23-25 Hallett, OK
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/16-17 Fairmont, IL
8/30-31 Hallett, OK
9/5-7 Millington, TN
9/27-28 Mount Meridian, IN
South Central
4/5-6 Henderson, TX
5/3-4 College Station, TX
5/23-25 Hallett, OK
6/7-8 Henderson, TX
6/26-29 Clermont, IN
7/5-6 College Station, TX
8/2-3 Henderson, TX
8/30-31 Hallett, OK
9/20-21 College Station, TX
Southeast
3/22-23 Braselton, GA
5/3-4 Talladega, AL
5/17-18 Millington, TN
6/7-8 Faulkville, GA
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/9-10 Faulkville, GA
8/23-24 Talladega, AL
9/20-21 Faulkville, GA
Info 770/924-8404

VDTRA Regional Championship Dirt Track Series
4/12 Purcell, OK
4/13 Lexington, OK
5/18 Columbus Jct, IA
6/6 Monett, MO
6/7 Wichita, KS
6/8 Wichita, KS
6/27 Casper, WY
6/28 Casper, WY
7/5 Rockport, IN
7/12 Sturgis, SD
7/13 Sturgis, SD
8/4 Sturgis, SD
8/11 Stockton, KS
8/12 Stockton, KS
316/663-9877 or 307/473-2700 or 618/724-2613

Vintage Classics X National Championship Dirt Track
5/31 Cambridge, MN
6/1 Cambridge, MN
6/14 Indianapolis, IN
7/18 Oklahoma City, OK
7/20 Oklahoma City, OK
7/25 Grand Island, NE
7/26 Norton, KS
8/7 Rapid City, SD
8/9 Sturgis, SD
10/10 Del Mar, CA
10/11 Del Mar, CA
Info 918/836-6999

AMRA Harley-Davidson National Point Drag Race Series
4/26-27 East St. Louis, IL
5/10-11 Memphis, TN
6/7-8 Morocco, IN
8/23-24 Ennis, TX
10/4-5 Bowling Green, KY

AMRA Region One Point Harley-Davidson Drag Race Series
7/19-20 Wentzville, MO
8/2-3 Marion, SD
9/13-14 Cordova, IL

AMRA Region Two Point Harley-Davidson Drag Race Series
4/19-20 Huntsville, AL
5/3-4 Hallsville, TX
6/21-22 Clarksville, TN

VMA State Championship Vintage MX Series
5/25 Hanford, CA, Rnd 2
9/21 Folsom, CA, Rnd 3
10/5 Madera, CA, Rnd 4
11/16 Hanford, CA, Rnd 5
Info 209/661-0706

Barona Speedway Championship Series
5/10 Ramona, CA
6/7 Ramona, CA
6/21 Ramona, CA
7/19 Ramona, CA
8/16 Ramona, CA
9/13 Ramona, CA
10/18 Ramona, CA
11/8 Ramona, CA
Info 619/277-2743

Central California Rough Scrambles Championship Series
3/23 Madera, CA, Rnd 3
4/6 Madera, CA, Rnd 4
4/27 Madera, CA, Rnd 5
5/11 Madera, CA, Rnd 6
9/14 Madera, CA, Rnd 7
9/28 Madera, CA, Rnd 8
10/12 Madera, CA, Rnd 9
10/26 Madera, CA, Rnd 10
11/9 Madera, CA, Rnd 11
11/23 Madera, CA, Rnd 12
Info 209/661-0706

RMEC/Rocky Mountain Enduro Circuit
4/6 Turkey, TX
4/13 Pueblo, CO
5/4 Chadron, NE
5/25 Limon, CO
6/8 Buena Vista, CO
6/29 Upton, WY
7/20 Rand, CO
Info 307/742-4136

Smoky Mountain Mini Road Race Series
4/6 Elgin, SC
5/4 Elgin, SC*
6/8 Elgin, SC
7/6 Elgin, SC
9/14 Elgin, SC
10/12 Elgin, SC*
11/2 Elgin, SC
*Endurance
Info 704/531-2797

Mid-Atlantic Vintage Trials Series
3/23 Union Bridge, MD
4/20 Forest Hill, MD
4/26 Williamsport, PA
5/3-4 Toronto, OH
6/21 Williamsport, PA
7/19 Lock Haven, PA
8/9 Toronto, OH
9/21 Middletown, PA
10/5 Toughkenamon, PA
Info 410/775-7209

Virginia Championship Hare Scramble Series
3/23 Farmville, VA
4/6 Budds Creek, MD
4/13 Danville, VA
4/27 Dillwyn, VA
5/4 Martinsville, VA
5/18 Surry, VA
6/1 Rural Retreat, VA
6/8 Ivor, VA
9/7 Pulaski, VA
9/21 Middlebrook, VA
10/5 Martinsville, VA
10/19 Newport News, VA
11/2 Surry, VA
Info 757/255-4620

KORR Hare Scrambles Championship Series
4/20 Arkansas City, KS
5/4 Sterling, KS
10/19 Arkansas City, KS
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

KORR Motocross Championship Series
3/23 Marion, KS
4/6 Hillsboro, KS
4/27 Marion, KS
5/18 Arkansas City, KS
6/8 Hillsboro, KS
6/22 Marion, KS
7/13 Sterling, KS
7/26 Marion, KS
7/27 Hillsboro, KS
8/17 Sterling, KS
8/24 Hillsboro, KS
9/7 Marion, KS
9/14 Arkansas City, KS
9/21 Sterling, KS
10/12 Hillsboro, KS
10/27 Marion, KS
Info 316/942-6527

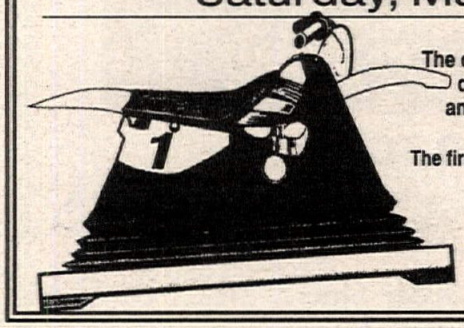
Yamaha Sunshine State MX Championship Series
3/23 Dania, FL
4/6 Orlando, FL
4/13 Dade City, FL
4/27 Ona, FL
5/4 Orlando, FL

TECATE 250K ENDURO
RETURNS! Sat. April 5,'97
- This is a national caliber competitive enduro of approximately 120 miles, located near the town of Tecate, Mexico.
- 3 Sections (Seniors & Super Seniors - 2 Loops).
- $90 entry fee (post entry fee $110).

For more information:
Greg Reynolds 619-561-0431 (Evenings)
Jerry DeBerry 619-281-1400 (Days)
Wholesale Auto Machine 8am to 5pm.

Mail entries w/ check or money order:
Tecate Enduro c/o Youth Specialties
1224 Greenfield Drive
El Cajon, CA 92021

LOS ANCIANOS M.C. TECATE SAN DIEGO

Grand Opening!
Saturday, March 22, 1997

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-Martin Koford, via Internet
Check out Cycle News On-Line for yourself at
CYCLE NEWS ON LINE
http://www.cyclenews.com

TULARE CYCLE PARK
Tulare, CA Event Calendar
Sat., April 12 Open MX & Dirt Track Practice 10:00am-3:00pm Motorcycle & Quads - Class C Traction
Sat., April 26 Open MX & Dirt Track Practice 10:00am-3:00pm Motorcycle & Quads - Class C Traction
Sat., May 17 A.H.R.M.A. Regional Dirt Track Series
Sun., May 18 A.H.R.M.A. National Dirt Track Series
All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

CRC 1997 California Race Schedule
100% PRO PAYBACK
Sunday, March 23 Bandido GP L.A.C.R.
Sunday, March 30 MX L.A.C.R.
Sunday, April 6 Tri Race Series - MX L.A.C.R.
Sunday, April 13 Tri Race Series - SX L.A.C.R.
Saturday Practice - now til May 24 - 9:00 a.m. - 2:00 p.m.
Wednesday Nights - Starting April 16 - 4 p.m. to 9 p.m.
Friday Nights - Starting June 7 - 4 p.m. to 9 p.m.
CRC Info (805) 272-8889

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Racing Enterprises presents
The Carlsbad 2 Day Race
March 22 & 23
Carlsbad Raceway, Carlsbad, CA
MX on Saturday
GP on Sunday
Info: (619) 484-1441

OVER the HILL GANG
Sunday, March 23 OTHG Race - Perris, CA
Sat. & Sun. April 5-6 Sierra National - Turlock, CA
The Ultimate 30+ Vet MX Club Info: (909) 444-9411

1997 A.M.P. MOTOCROSS EVENTS
1997 A.M.P. Yoko/Yamaha of Modesto Spring Series
Sat., March 22 Practice - Hollister Hills G.P. Track, CA
Sun., March 23 Race Round 1 - Hollister Hills GP Track, CA
Sun., April 6 Race Round 2 - Oatfield, Turlock, CA
Sat., April 12 Practice - Hollister Hills GP Track, CA
Sun., April 13 Race Round 3 - Hollister Hills GP Track, CA
Info: (209) 656-9682 (209) 642-4364

AMA CA STATE MX C'SHIP
October 18th & 19th Glen Helen Raceway
Qualifiers
Central: April 19 & 20 Laguna Seca
Northern: May 3 Hangtown Amateur Day
Southern: May 9 & 10 Glen Helen Amateur Day
Last Chance: September 21 Glen Helen Raceway

GFI RACING (909) 653-4042
A Rider For the Riders
Sat., Mar. 22 GFI Saturday Practice (8am - 1pm) Perris
Sat., Mar. 29 GFI Saturday Practice (8am - 1pm) Perris
Sun., Mar. 30 Happy Easter From GFI Racing
Sat., April 5 GFI Saturday Practice (8am - 1pm) Perris
Sat., April 12 GFI Saturday Practice (8am - 1pm) Perris

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SATURDAY NIGHT MX SERIES

AT CLUB MOTO
LIVERMORE, CA

150% Pro Payback!

Saturday - March 29, April 5, April 12, May 10

- Trophies and Products Contingencies in all classes.
- Overall Trophies and #1 plates to all classes.
- All riders eligible to win a 1997 Yamaha RT100 from San Jose Yamaha.
- Dash for CASH race at each event!

Gates open at 3:00 pm • Practice at 5:00 pm

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Parts & Service
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COMING MAY 11, 1997
125cc/250cc
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GLEN HELEN RACEWAY PARK
Info Call: 909-880-3090

MOTOWEST RACING ENT.
1997 Northern California MX Schedule

Saturday, March 29	Sat. Night MX Rnd. #1 - Club Moto
Saturday, April 5	Sat. Night MX Rnd. #2 - Club Moto
Sunday, April 6	Motowest MX Race - Sandhill Ranch
Saturday, April 12	Sat. Night MX Rnd. #3 - Club Moto

Day Races - gates open at 6am / Night Races - gates open at 3 pm, practice at 5pm
For more info call (415) 587-8678

WSM WILLOW SPRINGS MOTORCYCLE CLUB
Motorcycle Road Racing on the Fastest Track in the West
Motorcycle Road Racing
3rd Sunday every month
Next Event - April 19-20
INFO (805) 256-1234

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(310) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

25th Annual GNC Texas Motocross Series
April 13, 1997
Burleson MX Park
Burleson, TX
Call: 214-351-9900
GNC MOTOCROSS

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

5/11 Reddick, FL
5/18 Dade City, FL
5/25 Ona, FL
6/1 Orlando, FL
6/8 Reddick, FL
6/15 Dade City, FL
7/6 Ona, FL
7/13 Orlando, FL
7/20 Reddick, FL
7/27 Dade City, FL
8/17 Ona, FL
8/24 Orlando, FL
8/31 Reddick, FL
9/7 Dade City, FL
9/14 Ona, FL
Info 407/333-2356

Salem Motorcycle Club Hare Scrambles Series
4/20 Salem, OH
5/11 Salem, OH
6/15 Salem, OH*
7/6 Salem, OH
10/12 Salem, OH**
*Buckeye Series/**Corky Wurster Memorial
Info 330/482-2971 or 330/332-9465

NMA World Mini Grand Prix
4/3-6 Las Vegas, NV
Info 310/868-8112

NMA Grand National MX Championships
7/29-8/2 Ponca City, OK
Info 310/868-8112

Thor/Parts Unlimited Northeast Classic Motocross Series
5/18 Binghamton, NY, Rnd 1
6/1 Clifford, PA, Rnd 2
6/8 Unadilla, NY, Rnd 3
6/29 Englishtown, NJ, Rnd 4
7/27 Walden, NY, Rnd 5
8/3 New Egypt, NJ, Rnd 6
Info 717/222-9290

GNC Texas Motocross Series
4/13 Burleson, TX
4/20 Dallas/Fort Worth, TX
5/4 Waller, TX
5/18 Dallas/Fort Worth, TX
5/25 Bastrop, TX
6/1 Dallas/Fort Worth, TX
6/8 Highlands, TX
Info 817/295-1760

Alabama Spring MX Series
3/23 Warrior, AL
4/13 Kilpatrick, AL
4/20 Steele, AL
4/27 Warrior, AL
5/11 Kilpatrick, AL
5/18 Steele, AL
Info 205/681-8317

Cornhusker Motocross Series
3/23 McCook, NE
4/13 Douglas, NE
4/20 Stockton, KS
4/27 Alma, NE
5/11 McCook, NE
5/18 Stockton, KS
6/1 McCook, NE
6/15 North Platte, NE
6/22 Stockton, KS
6/29 TBA
7/6 Douglas, NE
7/13 Stockton, KS
7/27 McCook, NE
8/10 North Platte, NE
8/17 Stockton, KS
8/24 TBA
9/7 North Platte, NE
9/14 Stockton, KS
9/21 Alma, NE
9/28 TBA
10/12 Douglas, NE
10/19 North Platte, NE
10/26 McCook, NE
Info 308/928-2503

Branson USA MX Nationals
10/3-5 Branson, MO
Info 909/657-6782

MRAN Desert Series
4/26-27 Panaca, NV, Rnd 4
5/24 Delta, UT, Rnd 5
7/5-6 Caliente, NV, Rnd 6
8/3 Ely, NV, Rnd 7
8/30-31 Pioche, NV, Rnd 8
10/18-19 Logandale, UT, Rnd 9
11/1-2 Beatty, NV, Rnd 10
Info 702/437-6762

TCCRA/Cross Country Series
3/23 Fort Worth, TX
4/6 Decatur, TX
4/20 Montague, TX
5/4 Hillsboro, TX
5/18 Montague, TX
6/1 Bowie, TX
6/15 Saint Jo, TX
6/29 Weatherford, TX
8/24 Montague, TX
9/7 Fort Hood, TX
9/21 Joplin, TX
10/5 Jacksboro, TX
10/19 Lake Murray, OK
11/2 Wellington, TX
Info 972/579-9161

Black Jack Enduro Circuit
3/23 White Rock, AR
4/13 Hanna, OK
5/4 Mayflower, AR
5/18 Park Hills, MO
6/1 Chadwick, MO
9/21 Collins, MO
10/5 Stillwater, OK
11/2 Oklahoma City, OK
11/16 Muenster, TX

Southern Enduro Riders Association Hare Scrambles Series
8/24 Tupelo, MS
9/28 Alexandria, LA
11/9 Wiggins, MS
11/23 Warrior, AL
12/7 Selma, AL
1/18 Selma, AL
2/1 Hattiesburg, MS
2/8 Wiggins, MS
Info 504/665-0313

Netra Championship Enduro Series
5/25 Freetown, MA
6/8 Somers, CT
6/22 W. Greenwich, RI
7/20 Oxford, MA
8/10 Granville, MA
9/7 Lee, MA
9/28 Wrentham, MA
10/5 Adams, MA
10/19 Chester, CT
11/2 Stafford, CT
Info 860/875-5757

Netra Championship Hare Scrambles Series
4/13 Modena, NY
5/11 Uxbridge, MA
5/18 Fishouse, NY
6/15 Thomaston, CT
6/29 Union, CT
7/6 Chelsea, VT
7/13 Windsor, MA
7/27 E. Hampton, CT
8/3 Searsport, ME
8/17 Alton, NH
8/24 Union, CT
8/31 Uxbridge, MA
9/14 Hoosick, NY
9/21 W. Greenwich, RI
10/12 Freetown, MA
10/26 Fishouse, NY
11/9 Modena, NY
Info 860/875-5757

Netra Turkey Run Series
5/18 W. Greenwich, RI
6/1 Wrentham, MA
6/21-22 Loudon, NH
6/29 Middle Grove, NY
7/13 Winchendon, MA
7/20 Adams, MA
7/27 Wymantowship, ME
9/7 N. Haverhill, NH
9/14 New Boston, MA
10/12 Winchendon, MA
10/26 Central Village, CT
Info 860/875-5757

Netra Championship Junior Enduro Series
4/26 Brimfield, MA
5/17 Fishouse, NY
5/31 Wrentham, MA
6/14 Thomaston, CT
6/28 Union, CT
7/12 Granville, MA
7/26 Southhampton, MA
8/23 Union, CT
9/27 Brimfield, MA
10/11 Freetown, MA
10/25 Fishouse, NY
11/1 Winchendon, MA
Info 860/875-5757

SRAC Motocross Series
3/23 Cheyenne, WY
3/30 Pueblo, CO
4/6 Cheyenne, WY
4/12 Adams County, CO
4/20 Pueblo, CO
4/27 Cheyenne, WY
5/3 Grand Junction, CO
5/10 Greeley, CO
5/18 Colorado Springs, CO
5/25 Berthoud, CO
6/1 Pueblo, CO
6/8 Colorado Springs, CO
6/14 Pueblo, CO
6/22 Aurora, CO
6/29 Berthoud, CO
7/6 Grand Junction, CO
7/13 Aurora, CO
7/19 Colorado Springs, CO
7/27 Colorado Springs, CO
8/3 Cheyenne, WY
8/10 Pueblo, CO
8/17 Berthoud, CO
8/23 Grand Junction, CO
9/1 Pueblo, CO
9/6 TBA
9/14 Pueblo, CO
9/21 Berthoud, CO
9/28 Colorado Springs, CO
10/5 Colorado Springs, CO
10/11 TBA
10/12 TBA

CMRRA 50cc/125cc Championship Road Race Series
3/30 Palomar, CA
4/27 Riverside, CA
6/1 Perris, CA
6/28-29 Rosamond, CA
7/27 Riverside, CA
8/24 Riverside, CA
9/28 Perris, CA
10/ TBA
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

AMA Gulf Coast Arenacross Series
4/18-19-20 Gulfport, MS
5/2-3-4 Covington, LA
5/16-17-18 Mobile, AL
6/13-14-15 Covington, LA
6/27-28-29 Gulfport, MS
Info 601/255-8110

GSC/Summer Arenacross Series
7/19 Bishop, CA
8/2 Bishop, CA
8/16 Bishop, CA
8/28 Bishop, CA
Info 619/872-1570

WMRRA Road Race Series
4/5-6 Seattle, WA
5/3-4 Seattle, WA
5/31-6/1 Spokane, WA
6/14-15 Bremerton, WA
7/12-13 Seattle, WA
8/16-17 Bremerton, WA
9/7 Seattle, WA
9/27-28 Spokane, WA
Info 206/338-4686

WSMC Road Race Series
4/19-20 Rosamond, CA, Rnd 4
5/17-18 Rosamond, CA, Rnd 5
6/14-15 Rosamond, CA, Rnd 6
7/19-20 Rosamond, CA, Rnd 7
8/16-17 Rosamond, CA, Rnd 8
9/20-21 Rosamond, CA, Rnd 9
10/18-19 Rosamond, CA, Rnd 10
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
Info 805/256-1234

AFM Road Race Series
4/5-6 Sonoma, CA
4/20 Willows, CA
5/24-25 Sonoma, CA
6/28-29 Sonoma, CA
8/2-3 Sonoma, CA
9/6-7 Willows, CA
10/12 Buttonwillow, CA
Info 510/796-7005

MRA Road Racing Series
5/4 Mead, CO
5/18 Peublo, CO
6/1 Mead, CO
6/15 Denver, CO
6/29 Denver, CO
7/13 Mead, CO
8/10 Pike's Peak, CO
8/24 Pueblo, CO
9/14 Steamboat Springs, CO
9/28 Mead, CO
Info 303/530-5678

Rocky Mountain Dual Sport Series
6/28-29 Turquoise Lake, CO
7/18-20 Leadville, CO
8/7-9 Sturgis, SD
9/8-9 Encampment, WY
9/10-13 Steamboat Springs, CO*
* National Trail Ride Series Event
Info 303/697-8382

Cycle News Appalachian Dual Sport Tour
5/3-4 Hurricane Mills, TN
5/17-18 Stewart, OH
6/21-22 Renfro Valley, KY
7/19-20 Davis, WV
9/27-28 Elizabeth, WV
Info 304/284-0084

Ride For Kids Charity Ride
4/27 Houston, TX
5/18 Torrance, CA
6/1 Atlanta, GA

6/15	St. Paul, MN
6/21	Asheville, NC
7/13	Oakbrook, IL
7/26	Marysville, OH
8/3	Harriman, NY
8/24	Ann Arbor, MI
9/7	Monroe, WA
9/14	Columbia, MD
9/28	Vallejo, CA

CMC Golden State MX Nationals

South

TBA	Brentwood, CA, Rnd 2
3/22-23	Gorman, CA, Final

North

TBA	Brentwood, CA, Rnd 2
3/22-23	Gorman, CA, Final

Pac-NW

TBA	Brentwood, CA, Rnd 2
3/22-23	Gorman, CA, Final

Info 714/367-1141

CMC Cornhusker Motocross Series

3/23	McCook, NE
4/13	Douglas, NE
4/20	Stockton, KS
4/27	Alma, NE
5/11	McCook, NE
5/18	Stockton, KS
6/1	McCook, NE
6/15	North Platte, NE
6/22	Stockton, KS
7/6	Douglas, NE
7/13	Stockton, KS
7/27	McCook, NE
8/10	North Platte, NE
8/17	Stockton, KS
8/24	TBA
9/7	North Platte, NE
9/14	Stockton, KS
9/21	Alama, NE
9/28	TBA
10/12	Douglas, NE
10/19	North Platte, NE
10/26	McCook, NE

Info 308/345-3744

CMC West Coast Arenacross Challenge

10/3-4	San Diego, CA
11/7-8-9	Las Vegas, NV
11/14-15-16	San Francisco, CA
11/21-22-23	Reno, NV

Info 702/267-4392

MARCH

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APRIL

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27	28	29	30			

*Denotes payback

Mar 21

* OHIO ARENACROSS - Faircross Promotions, CRA, Plus Quads, Summit County Fairgrounds, Akron. Info: 330/948-1478.

Mar 22-23

* ARIZONA MOTOCROSS - NAMA/Double D Promotions, Verde Valley Motorplex, Cottonwood. Info: 602/519-8025.

CALIFORNIA TRIPLE EUROPEAN SCRAMBLES - AMA/District 37 Huntington Beach Motorcycle Club, Johnson Valley Off Highway Vehicle Area, Lucerne Valley. Info: 909/242-9645.

CALIFORNIA MOTOCROSS - AMP Yoko/Yamaha of Modesto Spring Series, Round 1, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or 209/667-7109.

CALIFORNIA MOTOCROSS & GP - Racing Enterprises Carlsbad 2 day - MX on Sat., GP on Sun, Carlsbd Raceway, Carlsbad. Info: 619/484-1441.

CANADA MOTORCYCLE SWAP MEET/BIKE SHOW/AUCTION - Neveu Productions, Queen Elizabeth Building, Exhibition Place, Toronto. Info: 705/778-2275.

MARYLAND MOTOCROSS - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

TENNESSEE MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info:

Mar 22

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light Spring Classic Speedway Championship, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* FLORIDA MOTOCROSS - Night Race, AMA/Lorreta Lynn Area Qualifier, Pepsi Air Dania MX Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

* GEORGIA MOTOCROSS - AMA/Trans MX Series, Round 1 Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

* INDIANA ICE RACE - 15th Annual Speedway Ice Racing National Championships, ICE/WSRA, Fort Wayne Memorial Coliseum, Fort Wayne. Info: 970/262-9067.

* MICHIGAN MOTOCROSS - AMA/District 14 Dirt Riders Motorsports LTD, Log Road Motocross, Coldwater. Info: 419/636-5430.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO ARENACROSS - Faircross Promotions, CRA, Plus Quads, Summit County Fairgrounds, Akron. Info: 330/948-1478.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Plus Quads, Blanchester. Info: 513/625-7350.

PENNSYLVANIA SHORT TRACK RACE - Trail Way Speedway, AMA, Hanover. Info: 717/359-4310.

Sun, Mar 23

* ALABAMA MOTOCROSS - Alabama Spring Series, Ironman MX Park, Warrior. Info: 205/663-0963.

* ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series North-South Showdown MX, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA GRAND PRIX - CRC/Bandido Grand Prix, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, CMMC, Barona Oaks, Ramona. Info: 619/752-8252.

CALIFORNIA HARE SCRAMBLES - AMA/District 36, Hayward Motorcycle Club, Cow Mountain, Ukiah. Info: 510/494-1970.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Perris Raceway, Perris. Info: 909/444-9411.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series Round 1, Hollister Hills Grand Prix Track, Hollister. Info: 209/656-9682.

* COLORADO MOTOCROSS - AMA/RMXA, District 25, Semi Pro with Youth, Watkins Raceway, Watkins/Denver. Info: 719/473-6723 or 303/271-0190.

* FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series Pepsi/Air Dania MX Park, Dania. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* KANSAS MOTOCROSS - Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Cadiz. Info: 615/859-0873.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

MARYLAND HARE SCRAMBLES WITH QUADS - AMA/District 7, Antietam Motorcycle Club, Howell Road, Hagerstown. Info: 410/922-0334.

* MICHIGAN MOTOCROSS - AMA/District 14 Dirt Riders Motorsports LTD, Log Road Motocross, Coldwater. Info: 419/636-5430.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Spring Series Round 3, Fernley International Raceway, Fernley. Info: 702/867-2515.

* NORTH CAROLINA MOTOCROSS - Hangtime Motocross Park, Carthage. Info: 910/947-5340.

* OHIO ARENACROSS - Faircross Promotions, CRA, Plus Quads, Summit County Fairgrounds, Akron. Info: 330/948-1478.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Ada. Info: 405/366-1051.

PENNSYLVANIA BIKE SHOW - J&P Promotions, 9th Annual Super Series Bike Show and Parts, Farm Show Complex, Harrisburg. Info: 319/462-4668.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX, Newburg. Info: 717/249-6036.

PENNSYLVANIA MOTOCROSS - Pleasure Valley Raceway, Season Opener, Johnstown. Info: 814/536-1845.

SOUTH CAROLINA GRAND NATIONAL CROSS COUNTRY - Bike Only, Racer Productions Inc., Big Buck, Cross Keys. Info: 304/284-0084.

* TENNESSEE MOTOCROSS - St. Jude Children's Hospital Benifit Race, TNT MX Park, Milan. Info: 901/987-3029 or 987-9633.

TEXAS VINTAGE MOTOCROSS - Vintage Iron, Texas AHRMA Spring Series, Highlands MX, Highland. Info: 281/497-3366.

* VIRGINIA MOTOCROSS U.S. EASTERN PRO-AM SPRING SERIES - AMA/Birch Creek Motosports Inc., Birch Creek Motorsport Park, Danville. Info: 804/724-4392 or 836-0710.

VIRGINIA HARE SCRAMBLES - Virginia Championship Hare Scramlbe Series, Briery Creek, Farmville. Info: 757/255-4620.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Mar 27

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Ironman MX Park, Warrior. Info: 205/663-0963.

Sat, Mar 29

* ARIZONA MOTOCROSS - Prime Time Racing Promotions, Judds Paradise City Raceway, Casa Grand. Info: 602/984-0404 or 839-5392.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Night Racing, Club Moto, Livermore. Info: 510/229-2543.

CALIFORNIA DESERT RACE - The Budweiser Buzz Bomb 150, Plaster City East. Info: 619/427-5759.

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Club Moto, Night MX Racing, Rnd 1, Livermore. Info: 415/587-8678.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania MX Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

* GEORGIA MOTOCROSS - AMA/Trans MX Series, Round 2 Sportstar Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

OHIO MOTOCROSS & HARE SCRAMBLES - Russell Racing, Sunday Creek Raceway, Millfield. Info: 614/797-2413.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Plus Quads, Blanchester. Info: 513/625-7350.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

Mar 30

* ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760.

ARIZONA MOTOCROSS - Cerbat Motosports Club, Cerbat Motorsports Park, Kingman. Info: 520/757-7438.

CALIFORNIA MOTOCROSS - CRC/Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - The Salsa Motocross Series, Round 2, Lemon Grove Motocross, Piru. Info: 805/521-0808.

* IOWA MINI ARENACROSS - Winter Dome Racing, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Plus Quads, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

SOUTH CAROLINA MOTOCROSS - AMA/Tecnosel Carolina Ultra Series, Sand Hill MX, Chesterfield. Info: 423/323-5497.

Apr 3-6

NEVADA MOTOCROSS - NMA/World Mini Grand Prix, Las Vegas. Info: 909/657-6834.

Apr 5-6

CALIFORNIA MOTOCROSS - Over The Hill Gang Sierra National, Turlock. Info: 909/444-9411.

* CALIFORNIA HILLCLIMB - North American Hill Climb Association, Skips at Carnegie/US Rentals, Carnegie SVRA, Tracy. Info: 510/455-1318.

CALIFORNIA GRAND PRIX - 23rd Annual Hill Toppers M/C, Twentynine Palms Wild West GP, Twentynine Palms Rodeo Grounds, Info: 310/428-4971

CALIFORNIA MOTOCROSS - Old Timer International Championship, Hanford Fairgrounds, Hanford. Info: 209/685-0702.

Sat, Apr 5

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Club Moto, Night MX Race, Rnd 2, Livermore. Info: 415/587-8678.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Night Racing, Club Moto, Livermore. Info: 510/229-2543.

CALIFORNIA SPEEDWAY - Bakersfield Speedway, Bakersfield. Info: 714/492-9933.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Night Race, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Round 5, Dade City.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

MEXICO ENDURO - Los Ancianos MC "Tecate Enduro", Tecate. Info: 619/281-1400.

* NORTH CAROLINA MOTOCROSS - Devils Ridge North Carolina State Championship Race, AMA/District 29, Sanford. Info: 919/776-1767.

* NORTH CAROLINA SUPERCROSS - NAME/Rolling Hills Cycle Park Night Time Series, Reidsville. Info: 910/342-4492.

PENNSYLVANIA SHORT TRACK - Trail Way Speedway, AMA, Hanover. Info: 717/359-4310.

Sun, Apr 6

CALIFORNIA MOTOCROSS - CRC/Tri Race Series, LA County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Motowest MX Race, Sandhill Ranch. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - GFI Racing, AHRMA/[illegible]y, Perris. Info: 909/[illegible]4042.

CANCELED

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - Roosters Motorcycle and 4x4 Super Store, Phillipsville. Info: 707/943-3029 or 923-2280.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series Round 2, Oatfield, Turlock. Info: 209/656-9682.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/SoCal & Western Vintage MX Race, Carlsbad Raceway, Carlsbad. Info: 909/929-6772.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC, District 36, BC Series Event, Hollister Hills SVRA, Hollister. Info: 408/265-2122.

* COLORADO MOTOCROSS - AMA/RMXA, District 25, NMA Qualifier, Semi Pro with Youth, Erie. Info: 719/473-6723 or 303/271-0190.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 407/333-2356.

* KENTUCKY MOTOCROSS - AMA/Mega Series, Victory Sports Racing, Daniel Boone Motocross Park, London. Info: 423/323-5497.

KENTUCKY HARE SCRAMBLES - Eagle Creek M/C Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - VCHSS/Budds Creek Motocross Park, Blue Grey 100, Budds Creek. Info: 757/255-4620.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 410/922-0334 or 301/797-8686.

* NEW YORK MOTOCROSS - AMA/Broome Tioga Sports Center Inc., Route 79, Binghamton. Info: 717/222-9290.

* NORTH CAROLINA MOTOCROSS - Devils Ridge North Carolina State Championship Race, AMA/District 29, Sanford. Info: 919/776-1767.

NORTH CAROLINA ENDURO - SETRA/Brown Mountain Lights Enduro, Lenior. Info: 704/872-1820 or 704/483-6833.

* OHIO MOTOCROSS - AMA/District 11 Treaty City MC, Greenville. Info: 937/548-7197.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion, Info: 419/562-6931.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-8918.

PENNSYLVANIA MOTOCROSS - AXO/FMF/Dunlop District 5 Spring Series, Pleasure Valley Raceway, Johnstown. Info: 814/536-1845.

TENNESSEE CROSS COUNTRY - GNCC, Racer Productions Inc., Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

TEXAS ENDURO - Caprock Canyons, Turkey. Info: 806/354-8447.

TEXAS VINTAGE MOTOCROSS - Vintage Iron, Texas AHRMA Spring Series, Village Creek MX, Fort Worth. Info: 281/497-3366.

WASHINGTON ENDURO - Spark Plug Enduro, Northwest Motorcycle Association Enduro Series/Bremerton Cruisers MC, Tahuya Forest, Belfair. Info: 360/692-0769.

Apr 12-13

CALIFORNIA POKER RUN/HARE SCRAMBLES - MCMA/Marin County Motorcycle Association, Marshall Road, West of Novato. Info: 707/763-9356.

CALIFORNIA MOTOCROSS - AMP Yoko/Yamaha of Modesto Spring Series, Round 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or 209/667-7109.

IDAHO MOTOCROSS - International Old Timers Motocross Association, Idaho Falls Noise Park. Info: 208/524-3962.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

Sat, Apr 12

CALIFORNIA DESERT RACE - The Budweiser Taz Maniak Hare & Hound, Plaster City East. Info: 619/427-5759.

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Club Moto, Night MX Race, Rnd 3, Livermore. Info: 415/587-8678.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Night Racing Club Moto, Livermore. Info: 510/229-2543.

CALIFORNIA SHORT TRACK - AHRMA/Regional Short Track, Barona Speedway, Ramona. Info: 619/277-2743.

* CALIFORNIA SPEEDWAY - Coors Light '97 Season Opener, Orange County Fairgrounds. Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Spring Classic Round 1, Riverfront Park, Marysville. Info: 916/695-2727.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Night Race, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

NEW YORK MOTOCROSS - AMA/Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* OKLAHOMA INDOOR SHORT TRACK - AMA/Pro-Am Vintage Dirt Track Racers Association, McClain County Expo, Purcell. Info: 918/836-6999.

Apr 13-14

IDAHO OLD TIMERS MOTOCROSS - Rocky Mountain, International Old Timers Motocross Association, Idaho Falls, Noise Park. Info: 208/524-3962.

Sun, Apr 13

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Kilpatrick Motocross, Kilpatrick. Info: 205/561-3495.

* ARIZONA MOTOCROSS - COP Promotions, Grand Canyon State Classic, Canyon Offroad Park, Peoria. Info: 602/971-3730.

* ARIZONA MOTOCROSS - NAMA/Double D Promotions, 1st Round AMA Western 4-Stroke National Championship, Verder Valley Motorplex, Cottonwood. Info: 602/519-8025 or 602/849-1572.

CALIFORNIA SUPERCROSS - CRC/Tri Race Series, LA County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks, Ramona. Info: 619/752-8252.

CALIFORNIA HARE & HOUND - Southern California MC, Camp Rock Road, Lucern Valley. Info: 818/787-1142.

CALIFORNIA DUAL SPORT - KTM California Dual Sport Series/Galpin Ford/Team Dual Dogs 8th annual Dog Run, Dick Allen's Yamaha-Honda-KTM-ATK, Newhall. Info: 818/701-1913.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series, Hollister Hills Grand Prix Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - The Salsa Motocross Series, Round 3, Lemon Grove Motocross, Piru. Info: 805/521-0808.

COLORADO RELIABILITY TRIAL - Colorado Motorcycle Trail Riders Association, Pueblo Motorsports, Pueblo. Info: 719/564-4079.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 407/333-2356.

* IOWA MOTOCROSS - AMA/District 22, Motocross Series, Des Moines. Info: 515/285-6910.

ILLINOIS BIKE AND PARTS SHOW - J&P Promotions, 10th annual Super Series Bike and Parts Show, Belle-Claire County Fairgrounds, Belleville. Info: 319/462-4668.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Arca Business, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

NORTH CAROLINA MOTOCROSS - AMA/Tecnosel Carolina Ultra Series, Victory Sports Racing, Cathey's Creek MX, Forest City. Info: 423/323-5497.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Motorcycle Raceway, Oklahoma City. Info: 405/366-1051.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

* TEXAS MOTOCROSS - 25th annual GNC Texas Series, Burleson MX Park, Burleson. Info: 817/295-1760.

TEXAS SWAPMEET - 9th annual Expo, Show, Swapmeet, Arlington Texas Convention Center. Info: 972/216-5520.

VIRGINIA HARE SCRAMBLES - VCHSS/River Bottom, Danville. Info: 757/255-4620.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

* WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club Inc., Clubgrounds, Lake Mills. Info: 414/353-5920.

April 18

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

April 19-20

CALIFORNIA MOTOCROSS - Motowest AMA Western Championship Qualifier, Laguna Seca, Monterey. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - AMP Yoko/Yamaha of Modesto Spring Series, Round 4, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or 209/667-7109.

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Round 4, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

Sat, April 19

CALIFORNIA MOTOCROSS - GFI Racing, Winter Series Showdown Warm-Up, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

INDIANA SWAP MEET & BIKE SHOW - Marion County Fairgrounds, Indianapolis. Info: 317/539-6776.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

PENNSYLVANIA SHORT TRACK 2 - Trail Way Speedway, AMA, Hanover. Info: 717/359-43100.

WASHINGTON ENDURO SCHOOL/BEGINNER - Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/491-1728.

Sun, April 20

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

ALABAMA ENDURO - SETRA/Hillbilly Classic Enduro, Clanton. Info: 205/755-7414.

* ARIZONA MOTOCROSS - COP Promotions, Grand Canyon State Classic, Canyon Offroad Park, Peoria. Info: 602/971-3730.

CALIFORNIA GRAND PRIX - CRC/Tri Race Series, Perris. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, CRC Grand Prix, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - Roosters Motorcycle and 4x4 Super Store, Phillipsville. Info: 707/943-3029 or 923-2280.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series Round 4, Hollister Hills Grand Prix Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - The Salsa Motocross Series, The Final, Lemon Grove Motocross, Piru. Info: 805/521-0808.

CALIFORNIA ENDURO - Chaparrals MC, Teagle Wash, Red Mountain. Info: 714/528-3007.

* IOWA HARE SCRAMBLES - AMA/District 22, Des Moines. Info: 515/285-6910.

KENTUCKY MOTOCROSS - Pendleton County MC Park, Gardnersville. Info: 606/472-3442.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Spring Series Round 4, Fernley International Raceway, Fernley. Info: 702/867-2515.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

* NEW YORK MOTOCROSS - AMA/Broome Tioga Sports Center Inc., Route 79, Binghamton. Info: 717/222-9290.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

PENNSYLVANIA MOTOCROSS - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA SHORT TRACK RAIN DATE - Trail Way Speedway, AMA, Hanover. Info: 717/359-4310.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

SOUTH CAROLINA MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Camp Coker MX, Society Hill. Info: 423/323-5497.

* TEXAS MOTOCROSS - 25th annual GNC Texas Series, Mosier Valley DFW, Dallas/Fort Worth. Info: 214/351-9900.

TEXAS VINTAGE MOTOCROSS - Vintage Iron, Texas AHRMA Spring Series, Mosier Valley MX, Euless. Info: 281/497-3366.

WASHINGTON ENDURO - Shelton Valley Enduro/AMA National & Northwest Motorcycle Association Enduro Series/ Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/943-8694.

WEST VIRGINIA CROSS COUNTRY-GNCC, Racer Productions Inc., Wilderness Water Park, Clarksburg. Info: 304/284-0084.

Apr 24

* ALABAMA MOTOCROSS - Alabama Spring Series, Ironman MX Park, Warrior. Info: 205/663-0963.

Apr 26-27

CALIFORNIA TRIALS - American Trials Association, National & El Trial De Espana. Info: 714/459-3527.

CALIFORNIA OLD TIMERS MOTOCROSS - Sierra, International Old Timers MX Association, Dixon. Info: 916/332-1052 or 408/867-9798.

CALIFORNIA OFF-ROAD POKER RUN - Hi Desert Charities/Bureau of Land Management, Barstow. Info: 619/252-3093.

OHIO MOTOCROSS - Russell Racing, Sunday Creek Raceway, Millfield. Info: 614/797-2413.

OREGON SIDECAR RACE - Oregon Motorcycle Road Racing Association, Portland International Raceway. Info: 503/241-9029.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

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Northern California largest Kawasaki & Yamaha shop needs top notch parts people. Must be a team player and have "customer comes first" attitude. Fax your application to Dave at Hayward Kawasaki Yamaha. Fax (510)537-4283 Phone (510)537-2257. CA. (207-TFN)

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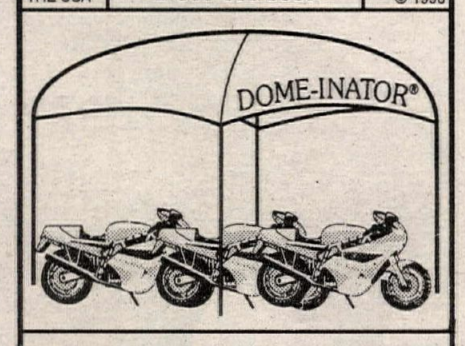

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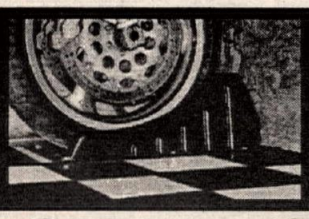

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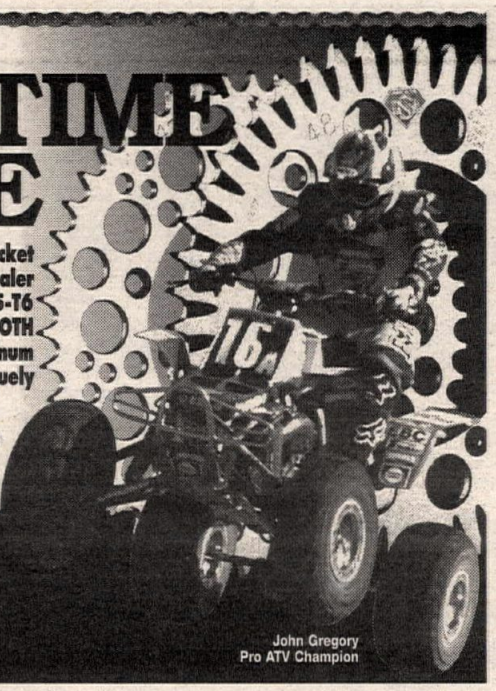

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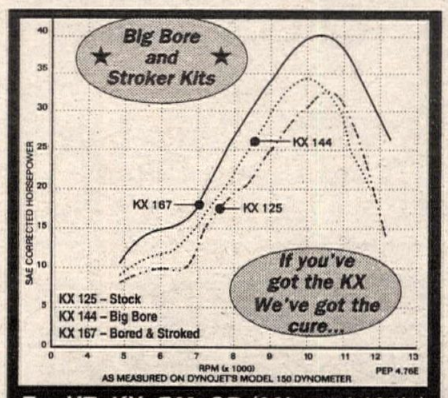

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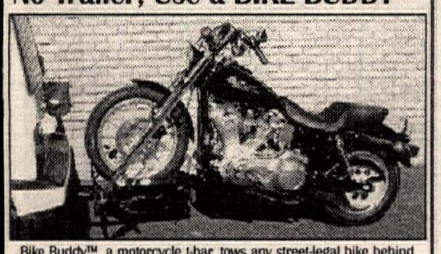

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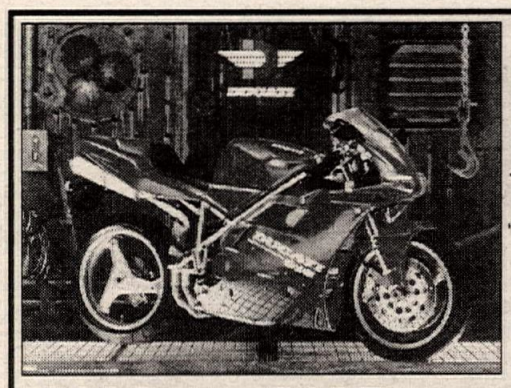

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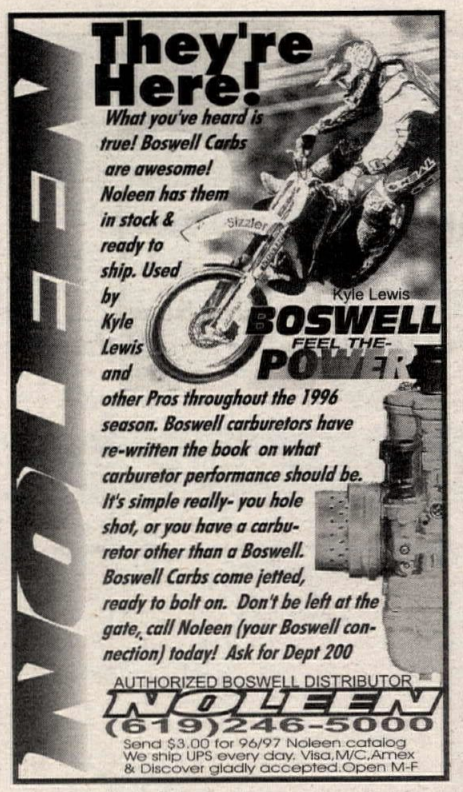

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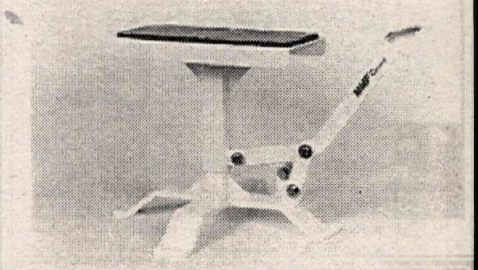

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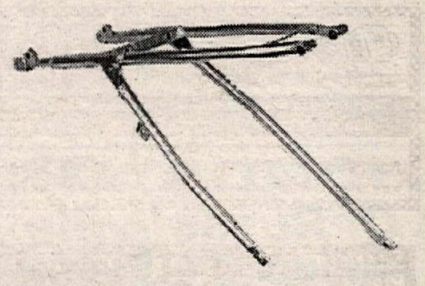

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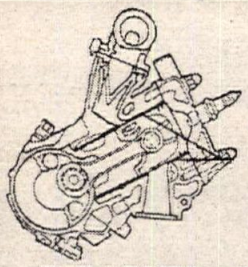

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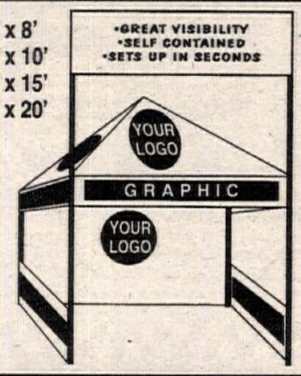

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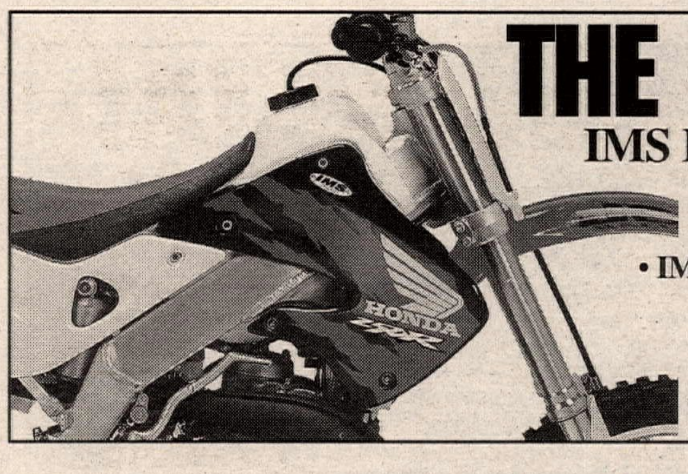

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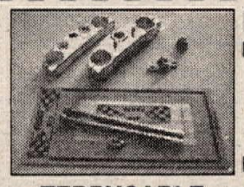

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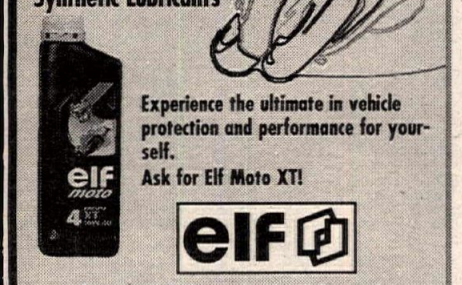

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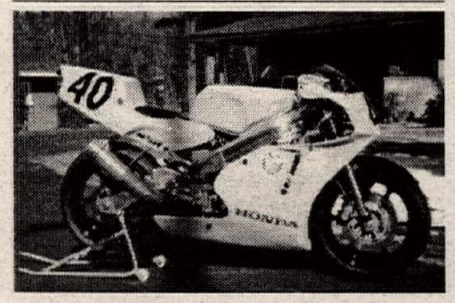

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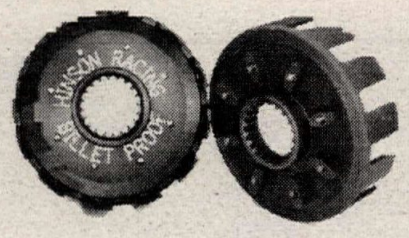

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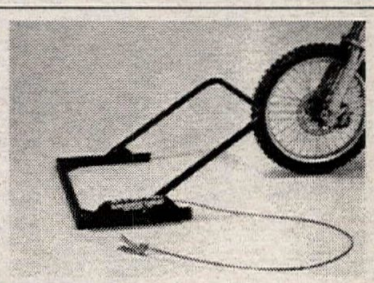

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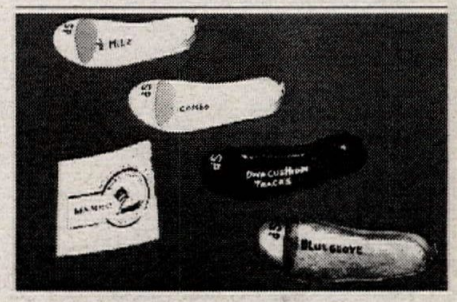

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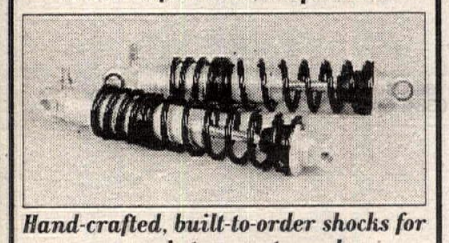

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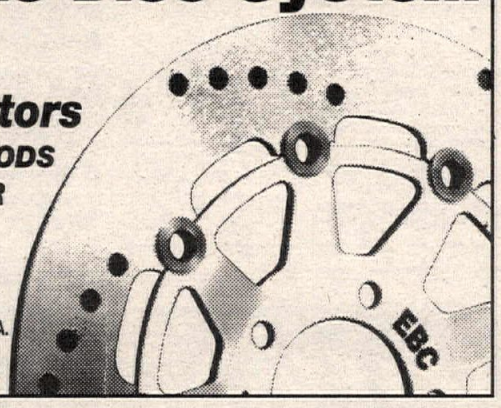

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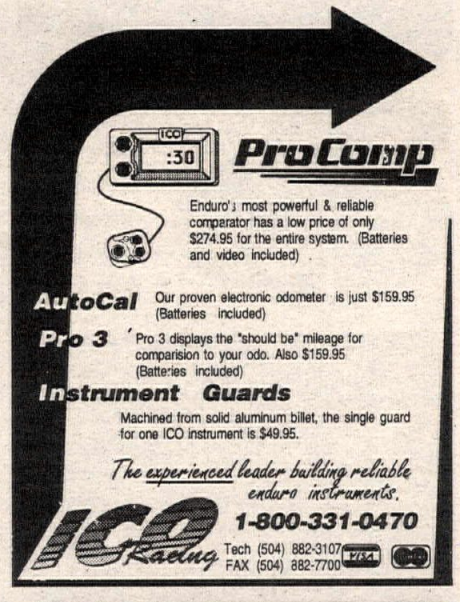

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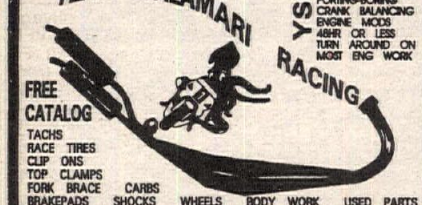

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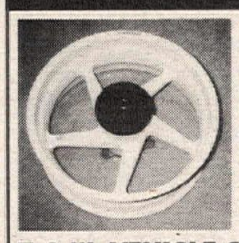

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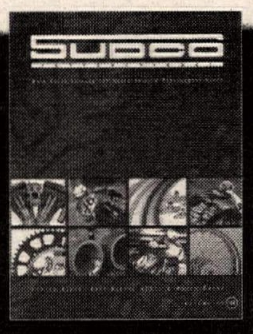

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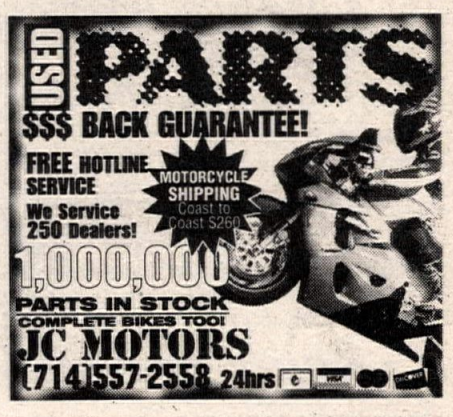

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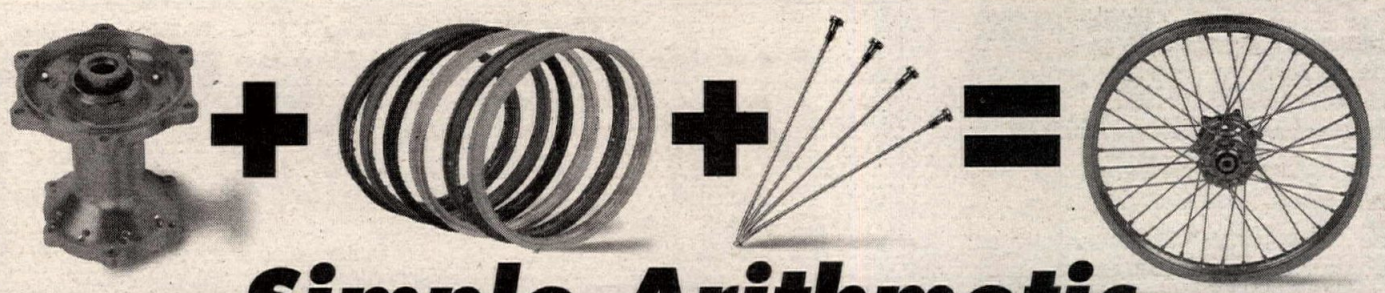

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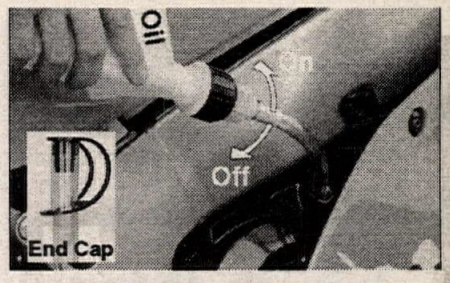

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900RR/F3/F2 PARTS (714)725-0204. CA. (311-15)

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'96 M-900's crated $7,995. '96 900SP's $8,495. Current '97 Ducati's also available. We ship daily. Delano Sport Center. (800)827-2530. MN. (311-12)

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Very clean, 2,000km, $5,500. Also '92 Kawasaki ZX-7R, never raced, 6,500 miles, $5,195. Dealer. (800)827-2530. MN. (311-12)

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Fits '96 - '97 YZ250 $395. (408)226-5544 CA (312)

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Aircraft, quality 4130 cromoly tubing. Rocket Rex Racing (619)240-5208 CA (312-26)

RC30 Wanted

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1993: Micron pipe, jetted carbs, everthing except motor and frame. 1992: front end, Fox shock. 1989: rear wheel, alternator and starter blockoffs, pistons, liners, pipes. Alpinestars GP Pro boots, never worn, size 8. (716)342-9607. NY. (112-13)

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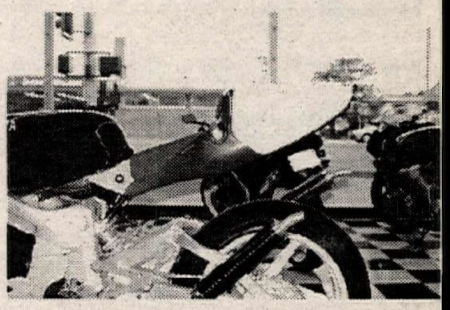
Unless you want ot save money on all your roadracing and street performance needs. At DragonFire Racing we stock a full line of parts, accessories and leather for roadracing and street at racer friendly prices. YSR's to ZX-11's we have it all. Call toll free. (888)FIRE-711. (112-15)

'95 YZ250

Excellent condition. Many extras. $3,700. (714)892-2575. CA. (412-14)



TZ-250 ANTI-DRAFT TAIL section as used in GP's. Prevents drafting with no air pocket. Fits '92 - '97 models, $165. Also available, G.P. carbon fiber canisters for RS & TZ's $195. World Motors. (510)527-2257. CA. (112-113/P)

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SHOWA FORKS: 1990, 1992 CR Hondas. $600, $700. Completely rebuilt, Race Tech bushings, Gold Valves stems to fit Honda XR600. Call Rick. (216)486-9075h, (216)941-3030. OH. (312)

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1987-88 CBR1000F rear shock for race bike. Must be in like new condition. (708)747-9354. IL. (312-13)

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KLX 340 Street Legal

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'96 GSXR750 lower fairing $200 each. '96 ZX-7R right lower $200. ZX-6E upper fairing $200, mids $50 each, complete lower $140, front fender $75. More available. (520)628-7069. AZ. (312-15)

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1991 YAMAHA WR500. Enduro ready with extras. Good, strong, reliable bike. $1,950. (714)534-3563. CA. (312-13)

CBR600 F2/ '92,'93 GSXR750/1100

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INSIDE THE TEXAS TORNADO

BY COLIN EDWARDS II

First I'd like to say hello and welcome everyone to a new superbike season. All I can say is that it should be an exciting one.

A lot has happened for me personally during the off-season and my new home is at the top of that list. I ended up buying a ranch that's located halfway between Houston and Dallas in a place called Buffalo. Naturally, I've been spending a lot of time getting it dialed in. Right now there are some construction guys there fixing it up a bit and we'll probably be moving in right after Donington in early May. That should be a good time to move because there's just over a month between Donington and the fourth round of the series at Hockenheim, so I should have some time off.

In addition to finding the new ranch, I was also able to have a bit of fun over the winter. My girlfriend Alyssia and I joined up with Aaron Slight and his wife Megan, Mike Hale and his girlfriend Kim, and my old boss here at Yamaha U.S. Tom Halverson in Colorado to do a bit of snow skiing. We had a great time with great weather and skiing conditions - just trying to live the good life while I can. Anyway, I'm definitely a snowboarder. Alyssia, Mike Hale and I were the boarders in our group while the rest of them stuck to snow-skiing.

But all good things must end and it hasn't been all fun and games since we've been doing a good bit of testing over the winter. It's been really good having Scott (Russell) on the team because we can run a three-day test and get six days worth of work out of it. We're really able to communicate well together and it's nice having another American on the team. He's able to test stuff and I test stuff and we can work on things together after that.

I definitely think having him on the team will be good for us. Not only is he a great rider, but he also speaks English and communication is really important when it comes to getting the bike going in the right direction. When he came on to the team, his setup was pretty much the same as mine and he only really made small changes to the footpegs and handlebars - just little things to make it more comfortable for him. As far as suspension goes, we seem to like it pretty much the same and that's definitely going to help both of us throughout the year.

As for the bike, I'm really happy with it. Yamaha has done a lot of work since last season and so has Dunlop. I don't really know what the new pieces from Yamaha are, but they've got a few new things to get the bike running a little bit better and it really helps.

Starting the season in Phillip Island will be pretty cool. My plan is to get a good result, get my confidence going and then go on from there. Phillip Island's been a good place for me in the past. I just like the track and the bike works really well there.

As for the seagulls, I had another encounter with one while we were testing there over the winter. I actually skinned one of them alive. I hit him on the front straightaway, but I didn't feel it. Anyway, the impact tore all the feathers off the bird and it was running along the side of the track - featherless. I thought I'd killed it, but Scott came in and said: "Nah, I saw it running along the track but it couldn't fly!"

But you can't be thinking about birds though when you're out there racing. If you hit one, you hit one, and you just have to deal with it - it's just one of those things. But I'm definitely going to try to avoid them as much as I can.

In a way I view the Australian race as a home race. Since I'm half American and half Australian, it's as much of a home race for me as Laguna Seca. It's definitely a big incentive racing at home because you race in front of family and friends so it's good. I've got a lot of family in Australia and some cousins will be coming down to see me race at Phillip Island, so I'm really looking forward to it. I can't think of a better place to start the season.

When I win, don't look for me to start tearing my leathers off on the podium like (Anthony) Gobert did last year. I've just swapped leather companies and I don't have enough to be giving them away right now.

It's a pity that I had to switch from Kushitani because I think they're one of the best leather companies out there. Unfortunately, they wanted me to wear their leathers for free and that's just not the way this business works. This year I'm wearing Spidi leathers and so far they've proven to be perfect.

By now you're all aware of what happened down in Daytona - at least on the track.

Prior to the race I was able to play in the *Cycle News* golf tournament - and you all know how much I like to play golf. I was teamed up with Chris Carr, Mat Mladin and *Cycle News'* Paul Carruthers. We really had a good time, despite the fact that we didn't win. We ended up shooting a 64 in the scramble format, but Jason Pridmore was too good for us and his team ended up with a 60. We had good weather, a nice golf course and we also raised a bit of money for charity - so you won't get any complaints from me. Mladin also raised a bit of money for himself, winning a $1000 in a closest-to-the-pin contest.

Out at the race track, things were going our way right from the beginning and we were looking really good. Scott wasn't on the fast pace early on, but I've got to admit it's a bit intimidating having a teammate who has won the Daytona 200 three times and walked away with a few Rolexes as well.

In qualifying, after I broke the lap record, I thought I had the Rolex in the bag. Then Scott went out there and did what he did.

I said that I'll be better off when we get out of Scott's backyard and on to some neutral ground and I believe that to be true. The guy practically owns Daytona, but once we get to Australia... well, I'm the one who's half Aussie, not him.

I think having a bit of rivalry on the team is definitely a good thing. The way I look at it is I want to beat Scott as much as he wants to beat me - we are competitors as well as teammates. When you look at the big picture, it's really hard for me to lose either way. Scott was Superbike World Champion before and he's got a lot of experience on four-strokes, whereas me and the Japanese have developed the bike to where it is now. Things can really only get better for me.

People often ask who I believe will be the main challengers for the World Superbike Championship. I think it will be Carl Fogarty, Aaron Slight again, me, Scott and John Kocinski - and that's all I'm really looking at. I know Pier-Francesco Chili and Neil Hodgson will have some good races, but I'm not really sure how consistent they'll be. I think the key to winning the championship is to stay in the top three or four every race consistently. You have to win some races, but you also have to finish every race.

I haven't won one yet, but I will. It should be an exciting year and I look forward to seeing you at the races. Peace. **CN**

LOOKING BACK...

30 YEARS AGO... APRIL 6, 1967

Issue 12 that year was the annual April Folly Issue and was titled "Cycledelic News." The issue featured funny quotes and pictures, and a lengthy cartoon called "Wonder Wart-Hog" who meets up with an Asian motorcycle gang...**Bill Messer** won the 17th annual Cal Poly Penguins Motorcycle Club Hi-Mountain Enduro in San Luis Obispo on a Triumph. **Eddie Day** finished second, also on a Triumph, and **Nick Nicholson** got third on a Greeves... **Rich Thorwaldson** took his Bultaco to the checkers first at the Ross' Hare Scrambles in Ponderosa, California. Bultaco-mounted **Jack Ogle** got second followed by Triumph-mounted **Marvin Steele** and Triumph-mounted **Steve McQueen**. **Wes Anderson Jr.** won the Trailbike class on a Yamaha with **Cleve Thomas** taking second on a Honda and **Frank Wheeler** grabbing third on a Kawasaki...

20 YEARS AGO... MARCH 12, 1977

Can-Am's **Jimmy Ellis** and Suzuki's **Tony DiStefano** broke **Bob Hannah's** winning streak at round three of the AMA Supercross Series in Houston, Texas. DiStefano beat Honda's **Jim Pomeroy** and Hannah on the first night and Ellis (who was also on the cover) beat Pomeroy and Maico's **Gaylon Mosier** on the second night of racing...Yamaha's **Kenny Roberts** won the Charlotte AMA National Road Race in Harrisburg, North Carolina, over teammate **Skip Aksland** and Kawasaki-mounted **Greg Hansford**. Roberts also won the Lightweight class over teammate **Randy Mamola** and Yamaha-mounted **Wes Cooley**...Husky's **Larry Roeseler** won the Bull Run Hare Scrambles in California City, California. **Tom Brooks** got second and **Bruce Ogilve** finished third...Husky's **Dick Burleson** won the opening two rounds of the AMA National Enduro Series in Wiggins, Mississippi, and Dalton, Georgia.

10 YEARS AGO... APRIL 1, 1987

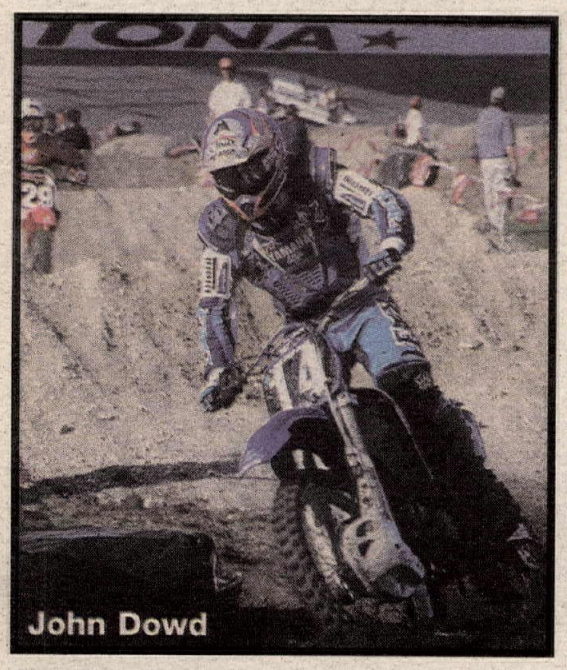
Team Honda's **Rick Johnson** won the 250cc class at the Hangtown AMA National Motocross with a 1-1 moto score over Kawasaki's **Jeff Ward** and Yamaha-mounted **Ross Pederson** in third. Suzuki's **George Holland** won the 125cc class with a 2-2 score over teammate **Eric Kehoe** and Yamaha's **Jeff Leisk**...Team Suzuki's **Willie Surratt** won the 250cc Pro class and Honda-mounted **Kyle Lewis** won the 125cc class at the NMA Silverbowl of Motocross in Las Vegas, Nevada...Paul Carruthers gave the 1987 BMW K75S a test...KTM's **Kevin Hines** won the Cherokee Enduro, which was round one of the AMA National Championship Enduro Series. Honda rider **Kurt Hough** finished second and Husky-mounted **Joey Hopkins** got third...Tennessee's **Kevin Rentzell** rode a pair of Suzuki's to three class wins in Talladega, Alabama, in WERA Regional racing action...**Bobby "Boogaloo" Schwartz** won the Coors Speedway Spring Classic at the Orange County Fairgrounds in Costa Mesa, California. **CN**

BRIDGESTONE

THE WINNING CONTINUES IN DAYTONA

BRIDGESTONE CONGRATULATES JEFF EMIG & JOHN DOWD

Congratulations to Team Kawasaki and Jeff Emig on their third Supercross victory in 1997. Bridgestone tires have brought 250cc Kawasaki riders to victory 4 times in the last 5 years, on the world's toughest Supercross track.



John Dowd

Congratulations also to Team Yamaha and John Dowd on their victory in the 125cc class. Bridgestone can have you on top of the podium too, with a complete line of off-road racing tires to conquer the most demanding tracks.

M77 & M78

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